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FORTY-SECOND ANNUAL REPORT

OF THE

Railroad and Warehouse Commission

OF THE

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STATE OF ILLINOIS

DOCUMENTS

For the Year Ending June 30, 1912

Decisions and Opinions of the Commission
December 1, 1911 to December 1, 1913, inclusive

COMMISSIONERS

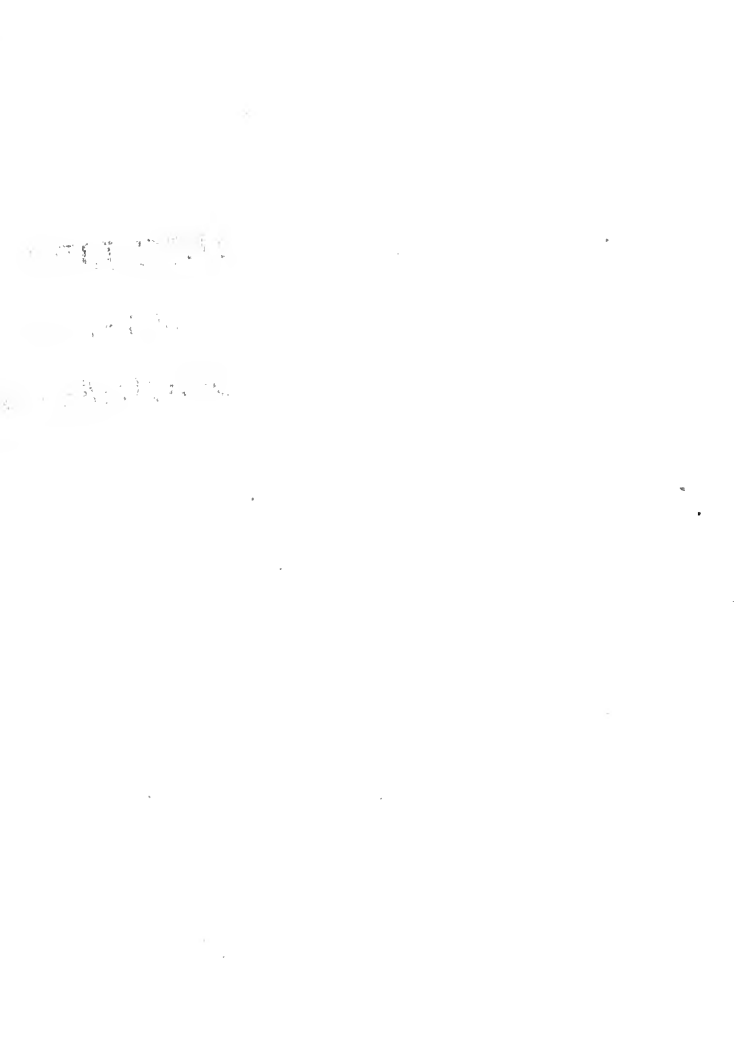
ORVILLE F. BERRY, Chairman JAMES A. WILLOUGHBY,
BERNARD A. ECKHART.

WILLIAM KILPATRICK, Secretary.
CHARLES J. SMITH, Assistant Secretary.
FRANK G. EWALD, Consulting Engineer.
W. A. VAN HOOK, Assistant Engineer.
A. R. LAYMAN, Safety Appliance Inspector.
THOMAS L. WOLF, Rate Clerk.

Volume II.



SPRINGFIELD, ILL.
ILLINOIS STATE JOURNAL CO., STATE PRINTERS
1913



Report of
Safety Appliance Inspector.

REPORT OF SAFETY APPLIANCE INSPECTOR.

A more extended inspection of safety appliances has been carried on during the past year than at any previous time. More yards have been inspected and more cars examined. This is due to inspecting all appliances which have been adopted by the Interstate Commerce Commission as the United States safety appliance standards. Their order of March 13, 1911, now being in effect broadens the scope of inspection and includes much not heretofore observed. Most of the railroad companies of the State have recognized the advantages of the standards prescribed by the Interstate Commerce Commission and are to be complimented on the manner in which the order is being obeyed. Practically all new cars and engines now being placed in service are equipped in accordance with the standards, and those passing through shops for general repairs are also turned out to comply with the order. With these additional safe guards we may expect a reduction in fatalities but as stated in previous reports, the human element will continue to exist and be a powerful factor in accident causes, and our efforts must be directed to the development of the human if a perceptible reduction is made. Considerable time has been utilized in making private inspections of yards and watching the movement of trains in and out of terminals. In my judgment, this is a very effective method of inspection as it reveals actual service conditions, and should be continued. The inspection of frogs and guard rails to ascertain the condition relative to blocking and the inspection of yards to locate and remove dangerous obstacles scattered over the surface, has been very effectively carried on. Investigation of train accidents, which frequently is assigned to the inspector, has consumed much time which has been well spent and productive of valuable information for the commission.

COUPLING AND UNCOUPLING ACCIDENTS.

Safety Appliances Will Prevent Accidents Only When Used in a Safe Manner. In the hands of unsafe men they will not always serve their purpose. With practically all cars equipped with automatic couplers, during the past year (20) trainmen were killed, and three hundred four (304) injured in coupling accidents in this State. This is a slight increase when compared with that of the preceding year, but if compared with that of five, ten or fifteen years back, taking into consideration the number of men in train service the decrease is very noticeable.

Coupling accidents occur in various ways, but as we have not been able to make an investigation of each and every one, the causes of these twenty deaths can not be definitely stated. From a perusal of the records of such accidents published by the Interstate Commerce Commission, it is evident that a majority of them are preventable. Some of these fatalities are due to defective mechanism, but it is safe to say that a majority is due to conditions which the railroad managers can not absolutely control and will be eliminated through the unvarying diligence of the men so engaged.

HOME FOR REPAIR MOVEMENTS.

Movement of worn out cars to the home line is a question that invites the attention of both the railroad companies and the government. I refer to the car known among railroad men as the "Buzzard" and which is directed homeward to be either dismantled or rebuilt by the owner. It is a class of equipment from which small revenue if any is derived and on account of its dilapidated condition it increases the liability of accident and injury. A large waste is noticeable when this matter is viewed from all angles and the loss increases with the distance the cars are hauled, and as the railroad companies have working agreements which take care of minor defects, it seems that a practical and fair method could be instituted which would remove these unsafe cars from service and thereby eliminate a condition which is dangerous to life and property as well as expensive to the railroad company.

SAFETY ORGANIZATION.

The safety first movement which at the close of 1911 started to take root among the railroads of this State has branched out wonderfully and at this time twenty (20) railroads of Illinois, in some systematic manner are endeavoring to imbue their employees with the disposition to greater thoughtfulness for their safety. The plan is well conceived, but will be productive of little good unless it is earnestly and persistently carried on. The success of the movement depends largely upon the enthusiastic assistance exerted by the managements of the roads. If they give their aid by both precept and example it should be a success and if they do not, a dismal failure may be the result. It is true that many accidents occur that could not be eliminated through the expenditure of money and there are many dangerous obstacles which if removed will require financial output, and if such conditions are neglected on account of this when brought to the attention of the managing officers, it will breed discouragement and discontent among the employees which will operate to defeat the purpose of the plan. Twenty (20) roads which use over 17,000 miles of track in this State, employing more than 116,000 people have organized "Safety Departments" and we hope that the work will be systematically carried on and result in great success. These companies are to be given credit for their interest in this movement and those who have started should lose no time in doing so.

To cure any evil, the first step is to locate the direct and primary cause. We know that nothing on earth has yet reached complete excellence and railroading is not expected to, but it is possible and we should and must make a better showing.

If we are to devise remedies and place responsibilities for accidents we should do so in a fair and impartial manner learn their causes. Shielding those at fault will only postpone the solution of this vital problem and any man who reads the accident record of this country needs no further proof to satisfy him of the necessity for the promotion of all practical methods for their reduction. It is a problem that requires the coöperation of the railroad managements, the employees, the general public and our government. All of these elements are more or less at fault. None of these, in the past have given the conservation of life and limb the attention it deserves. We have not pursued this subject as vigorously and systematically as we could. No one of these departments will be able to solve the problem alone. The managements of our roads could be more consistent in establishing regulations for the advancement of safety, and they are not free from censure for not enforcing rules which have been adopted.

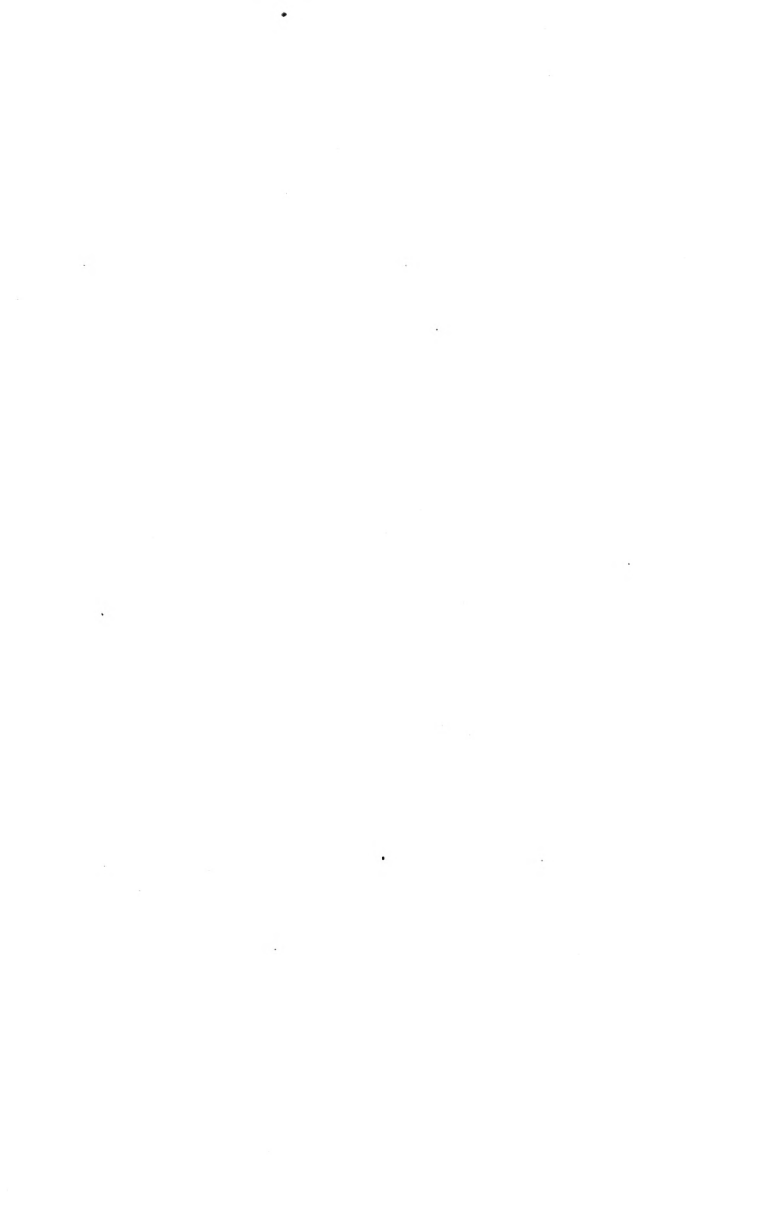
It is not to be assumed that any employee will willfully bring about a fatal accident, but the trouble in most cases is thoughtlessness. Stating the cause implies the remedy. To remove the cause, which unquestionably is the greatest of all accident causes, we will have to educate and train those engaged in the more hazardous work to use time and care in the perform-

ance of their duties. Education in this matter would not be different in plan to educate in any other lines of human endeavor. It would be the act or process of training by a prescribed course of instruction and practice. Practice which encounter, risk, or danger should be condemned instead of commended and daring or venturesome employee, which only invites peril, contributes and is in a degree responsible for the results. The general public must know and regard the danger line when upon railroad property and if they cannot do so of their own volition, governmental relations should be adopted and enforced to bring this about. Every battle for humanity and every endeavor through which humanity has profited, came about after a sacrifice of time and convenience of men. To conserve the lives and limbs of those who are destined to carry on the pursuit of transportation, is to promote personal prosperity and humane enjoyment. The time to start has passed, but it is not too late to proceed.

Let the first aim of all be safety, speed and financial profit may follow and we will have taken another step for the betterment of mankind.

Respectfully submitted,

A. R. LAYMAN,
Safety Appliance Inspector.



CROSSING CASES

DECISIONS OF THE COMMISSION

Dec. 1, 1911, to Dec. 1, 1912.

CROSSING CASES.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 594.

Calumet and South Chicago Railway Company

v.

South Chicago and Southern Railroad Company,
Calumet Western Railroad Company.

In the matter of petition for grade crossing at Hegewisch, Ill.

The petitioner, the Calumet and South Chicago Railway Company, is a corporation duly organized under the general incorporation laws of the State of Illinois for street railway purposes and in the ordinary course of its business, desires to construct a street railway system in the city of Chicago, county of Cook and State of Illinois, under and in accordance with the terms and provisions of an ordinance entitled: "An ordinance authorizing the Calumet and South Chicago Railway Company to construct, maintain and operate a system of street railways in streets and public ways of the city of Chicago," passed by the city council of the city of Chicago, March 30, 1908, and that in and by the terms of said ordinance, the company agreed to construct, maintain and operate as an extension of its street railway system, a line from a point at or near 106th st. and Greenbay av. in a southerly direction to Hegewisch, at or near Ontario av. and 136th st. in said city of Chicago, and that in accordance with the provisions of said ordinance, a more direct route has been selected for the building of the Hegewisch extension, which proposed extension crosses the line of the respondent company, namely, the South Chicago and Southern Railroad Company, one of the above named respondents, on the center line of Ontario av., at a point 540 feet northwesterly from the junction of the South Chicago and Southern Railroad Company with the Calumet Western Railroad Company, in the city of Chicago, and also crosses the line of the Calumet Western Railroad Company, one of the above named respondents, on the center line of Ontario av., at a point 408.5 feet westerly from the junction of the Calumet Western Railroad Company and the South Chicago and Southern Railroad Company, in the city of Chicago, county of Cook and State of Illinois.

The petitioner herein, desires to cross with its track or tracks at grade, the tracks of the above named respondents, at or about the points hereinabove specified.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission and that due notice of the filing of the same has been given to the respondents as required by law, and that all of the parties in interest are properly before the commission, both by service and by personal appearance, and it further appearing that the commission has jurisdiction of the subject matter and of all the parties in interest, and the commission having viewed the premises at the

point of crossing, as shown by the petition and plat accompanying same, and made a part thereof, and the commission having examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, the commission finds:

That a grade crossing at said point will necessarily impede and endanger the travel or transportation upon said railroads so crossed by the petitioner at said point, and for that reason and for other reasons that appear to the commission upon said examination and from the testimony, the prayer of the petition for a grade crossing at said point, is denied.

It is ordered, adjudged and decreed by the commission that the said petitioner herein have the right to cross underneath, by way of subway, the respondent roads, and each of them, at Ontario av., as prayed for in said petition.

It is further ordered that the petitioner and the respondent roads, either jointly or separately, submit to this commission, plans and specifications for such subway crossing by Feb. 1, 1912, together with an estimate of the cost of the same, and until such time the commission reserves full jurisdiction of the subject matter and the parties herein for the purpose of making any further order that may be necessary to be made in connection therewith.

The division of costs as to the construction of said subway, is hereby reserved until such plans and specifications are submitted for approval, at which time an order will be made in relation thereto.

It is further ordered that the secretary of this commission present a bill for \$30.00 to the petitioner herein for the expenses of the commission in examining said crossing.

By order of the commission, this 7th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 612.

East St. Louis Belt Railroad Company

v.

St. Louis, Troy & Eastern Railroad Company.

In the matter of petition for an overhead crossing in Madison County, Ill.

The petitioner, the East St. Louis Belt Railroad Company, is a corporation organized and existing under the laws of the State of Illinois, and under its corporate powers, is engaged in the operation of a railroad from Madison in the county of Madison to a point on Mississippi River in the county of St. Clair, and in order to complete said railroad, it is necessary to cross on overhead structure the right-of-way and tracks of the St. Louis, Troy & Eastern Railroad Company at a point on its railroad, near the crossing of said roads on the line dividing Madison and St. Clair Counties, particularly shown by the map and plat attached to the petition herein;

And it appearing to the commission that the petition and the amended petition herein, have been regularly filed in due time with the secretary of this commission, and due notice of the filing of same having been given to the respondent as required by law, and that all of the parties in interest are properly before the commission both by service of notice and personal appearances, and the commission having full jurisdiction of the subject matter and of all parties in interest, and the commission having viewed the premises at the point of crossing as shown by the petition and plat attached thereto, and examined the same with regard to the safety of life and

property, and the Commission having heard the testimony and arguments of counsel, and the respective parties having entered into an agreement in relation thereto, which agreement is attached to the original petition herein and made a part thereof, and being fully advised in the premises, and it appearing that said crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed, and in the manner set forth;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

It is further ordered, adjudged and decreed that the said East St. Louis Belt Railroad Company is hereby authorized to cross the defendant road, namely the St. Louis, Troy & Eastern Railroad, at the point named in said petition, with an overhead structure.

It is further ordered, adjudged and decreed that the said petitioner submit to the commission plans and specifications for said overhead crossing, for its examination and approval;

It appearing to the commission that the respective parties have entered into an agreement as to the expense and the division thereof between the respective parties, which agreement is filed with the petition herein, the commission makes no order in relation thereto;

It is further ordered that the secretary of this commission present to the petitioner a bill for \$30.00 for the expenses of the commission in making examination of said crossing.

The commission retains full jurisdiction of the subject matter and all parties hereto, for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 12th day of December, 1911, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 52.

Danville & Edwardsville Terminal R. R. Co.

v.

Toledo, St. Louis & Western Railroad Co.

Litchfield & Madison Railroad Co.

St. Louis & Illinois Belt Railway Company.

Illinois Terminal Railroad Company.

In the matter of application for extension of time for the use of a temporary Crossing near Edwardsville, Ill., pending the completion of interlocking plant at said point.

Now on this day comes the petitioner herein and moves the commission for an extension of time in which to complete the interlocking plant ordered in said cause, and it appearing to the commission that the said petitioner has been delayed somewhat in constructing said interlocking plant, and further appearing that they are making substantial progress, and that the petitioner is using reasonable diligence in completing the same;

It is therefore ordered that the time for completing said interlocking plant be and the same is hereby extended to Feb. 1, 1912, and that said temporary crossing be permitted to remain during said period.

By order of the commission this 12th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 524.

Peoria & Pekin Union Railway Co.

v.

Chicago, Rock Island & Pacific Railway Co.

In the matter of petition to cross at grade at Peoria, Ill.

The petitioner, the Peoria & Pekin Union Railway Company, a corporation organized and existing under the laws of the State of Illinois, constructed a line of railroad from Peoria, in the county of Peoria and State of Illinois, across the Illinois River to Pekin, in Tazewell County, in said State of Illinois, and has been doing a switching and transfer business in said cities; the petition herein shows that it became necessary to construct a new bridge of greater capacity across the Illinois River, and in the building of said bridge and the use of it, it will be necessary for petitioner to change the line of its road in the city of Peoria to a point about forty feet south of the present tracks, and to cross with its two main tracks at grade, two main tracks of the Chicago, Rock Island & Pacific Railway Company, at point indicated on map attached to said petition and made a part thereof;

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and due notice of the filing of same having been given to the respondent as required by law, and that all of the parties in interest are properly before the commission both by service of notice and personal appearance, and the commission having full jurisdiction of the subject matter and of all the parties in interest, and the commission having viewed the premises at the point of crossing as shown by the petition and plat attached thereto, and examined the same with regard to the safety of life and property, and the commission having heard the testimony and arguments of counsel, and it appearing that such crossing at said point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed, and in the manner set forth;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

It is further ordered, adjudged and decreed that the said Peoria & Pekin Union Railway Company is hereby authorized to cross the defendant road, namely the Chicago, Rock Island & Pacific Railway Company, at the point named in said petition, at grade.

It is further ordered, adjudged and decreed that the Peoria & Pekin Union Railway Company shall construct a new interlocking plant which shall protect proposed crossing, also protect the traffic passing over the tracks of the Peoria & Pekin Union Railway Company on the new lift bridge spanning the Illinois River. The plans for said interlocking plant to be prepared and submitted to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said interlocking plant shall be so constructed;

It further appearing to the commission that the division of expense of constructing, maintaining and operating said interlocking plant, has been agreed upon between the respective parties, no order is made in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill for \$30.00 for the expenses of the commission in making examination of said crossing.

The commission retains full jurisdiction of the subject matter and all parties hereto, for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 11th day of January, 1912, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 572.

Cairo & Thebes Railroad Company

v.

St. Louis & Cairo Railroad Co.

Mobile & Ohio Railroad Company

In the matter of petition to cross at grade at Cairo, Ill.

The petitioner, the Cairo & Thebes Railroad Company, a corporation organized and existing under the laws of the State of Illinois, is constructing a line of railroad extending from a point near the corner of Washington avenue and Fifteenth street in the city of Cairo, in the county of Alexander and State of Illinois, in a northwesterly direction through said city of Cairo to its northerly city limits and thence in a northwesterly direction, through said Alexander County to the village of Thebes, in said county of Alexander and State of Illinois, and desires to cross at grade with its main track, the main track of the St. Louis & Cairo Railroad Company and its lessees, the Mobile and Ohio Railroad Company, in the northerly part of the said city of Cairo, about one hundred and ninety feet north west of the point where the westerly boundary line of the New Levee street intersects with the westerly boundary line of the Washington avenue in said city of Cairo, as shown on map attached to the petition herein and made a part thereof;

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and due notice of the filing of same having been given to the respondents as required by law, and that all of the parties in interest are properly before the commission both by service of notice and personal appearance, and the commission having full jurisdiction of the subject matter and of all the parties in interest, and the commission having viewed the premises at the point of crossing as shown by the petition and plat attached thereto, and examined the same with regard to the safety of life and property, and the commission having heard testimony and arguments of counsel, and it appearing that such crossing at said point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed, and in the manner set forth;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

It is further ordered, adjudged and decreed that the said Cairo and Thebes Railroad Company be, and the same is hereby authorized to cross the respondent roads, namely the St. Louis & Cairo Railroad Company and its lessees, the Mobile & Ohio Railroad Company, at a point named in said petition, at grade.

It is further ordered, adjudged and decreed that the said Cairo & Thebes Railroad Company shall construct a new interlocking plant which shall protect the proposed crossing. The plans for said interlocking plant to be prepared and submitted to the respondent companies for examination and to this commission for examination and approval, and when properly approved by the commission, said interlocking plant shall be so constructed;

It further appearing to the commission that the division of expense of constructing, maintaining and operating said interlocking plant, has been agreed upon between the respective parties, no order is made in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill for \$30.00 for the expenses of the commission in making examination of said crossing.

The commission retains full jurisdiction of the subject matter and all parties hereto, for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 16th day of January, 1912, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 618.

Johnston City Connecting Railway Co.

v.

Chicago & Eastern Illinois R. R. Co.

In the matter of petition to cross overhead at Johnston City, Ill.

The petitioner, the Johnston City Connecting Railway Company, is a corporation organized and existing under the laws of the State of Illinois, for the purpose of constructing a railroad.

The petitioner represents that in pursuance of its corporate powers, it is engaged in the construction of a railroad from a point in or near the city of Johnston City in the county of Williamson and State of Illinois, more particularly described as follows: From a point in the south half of section twenty-three, township eight south, range two east, and extending thence in an easterly direction to a point in the southeast quarter of section nineteen, township eight south, range three east, all in the county of Williamson and State of Illinois, and in order to complete its said railroad it is necessary to cross the right-of-way of the Chicago & Eastern Illinois Railroad Company, at a point on its railroad as shown by the plat attached to said petition, and all of which fully appears in their said petition and plat attached thereto and made a part thereof.

The petitioner prays that it be permitted to cross the respondent road as hereinabove described, with an overhead crossing, the character of which is fully described in said petition.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given to the respondent as required by law, and it further appearing to the commission that the respondent herein has filed an answer to said petition, and all of the parties in interest being before this commission and the commission having jurisdiction of the subject matter and all parties interested therein, and the commission having viewed the premises at the point of the proposed crossing, as shown by the petition and plat attached thereto, and examined the same with regard to the safety of life and property, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said respondent railroad so crossed by the petitioner at said point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

It is further ordered that the Johnston City Connecting Railway Company be, and the same is hereby authorized to cross the respondent railroad, namely, the Chicago & Eastern Illinois Railroad Company with an overhead crossing as prayed for in said petition, at a point described in said petition and plat attached thereto, having first acquired permission to cross the right-of-way of the said respondent railroad company.

It is further ordered that the said petitioner present plans and specifications for such overhead crossing to the respondent company for their examination, and to this commission for examination and approval before erecting said overhead crossing.

The question of the division of costs for the erection of said overhead crossing, by agreement of all parties, is hereby reserved by the commission for further hearing, unless the matter is adjusted between the respective parties, and the commission hereby retains full jurisdiction of the said case for the purpose of making any further order that may be necessary to be made in relation thereto.

It is further ordered that the defendant company, within thirty days after the completion of said overhead crossing, notify this commission thereof.

It is further ordered that the secretary of this commission present to the petitioner a bill for \$30.00 for the expenses of the commission in making examination of said crossing.

By order of the commission, this 16th day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 505.

In the matter of Chicago, Rock Island and Pacific Railway Company petition for crossing the Chicago, Burlington & Quincy Railroad and the Tri-City Railway Company in Moline, Rock Island County, Illinois, at grade.

The petitioner, the Chicago, Rock Island and Pacific Railway Company, is a corporation organized and existing under the laws of the State of Illinois and operating a railroad in the State of Illinois and through the cities of Moline and Rock Island, and in connection with such operation desires to construct an additional lead track leading from its main tracks in the city of Moline, Ill., at a point at or near the intersection of Eleventh (11th) st. and Third (3rd) av. in said city of Moline to the plant of Deere & Company, manufacturing establishment situated in the city of Moline and north of petitioner's said tracks. In order to reach the plant of said Deere & Company it will be necessary for said petitioner to cross the single track of the Chicago, Burlington & Quincy Railroad and the double track of the Tri-City Railway Company which latter tracks were situated in Third (3rd) av. in the city of Moline. The petitioner desires to cross the Chicago, Burlington & Quincy Railroad Company one hundred and thirty-three (133) feet west and ten (10) feet south of the intersection of the west line of Eleventh (11th) st. and the south line of Third (3rd) av. in Moline, Ill., making an angle between the lines of the Chicago, Rock Island & Pacific Railway Company and the Chicago, Burlington & Quincy Railroad Company of thirty-seven degrees (37) and fifty-five (55) minutes.

It desires to cross the Tri-City Railway Company, which is an electric road, one hundred and eighty-two (182) feet west and forty (40) feet north of the intersection of the west line of Eleventh (11th) street and Third (3rd) av. in the city of Moline, Ill., the angle of said crossing of the south track of the Tri-City Railway Company and the Chicago, Rock Island & Pacific Railway Company being forty-nine (49) degrees, thirty-five (35) minutes; and the angle of the crossing of the north track of the Tri-City Railway Company and the said Chicago, Rock, Island & Pacific Railway Company being fifty-one (51) degrees, forty-five (45) minutes. A plat and blue print showing the exact location and the proposed crossings it attached to said petition and is hereby referred to for exact situation and description of such crossings.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of the commission and that such due notice of the filing of the same was given to the defendants, as required, and that all parties in interest were properly by service or otherwise properly before the commission, and the commission having full jurisdiction of

both the subject matter and the parties in interest, and the commission having viewed the premises at the point of said several crossings as shown by the petition and examination of same with regard to the safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises; and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said roads so crossed by the petitioner at said point;

And it further appearing to the commission that a contract has been entered between the petitioner and the Chicago, Burlington & Quincy Railroad Company and the Tri-City Railway Company for said crossings; and it further appearing to the commission that Deere & Company have also made application for such new tracks and the connection thereof referred to in said petition and all parties interested in relation to said crossings and connections have agreed in relation thereto, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted and that the said petitioner be and it is hereby authorized and permitted to cross the defendant roads, namely: the Chicago, Burlington & Quincy Railroad Company and the Tri-City Railway Company at grade, the right of way having heretofore been secured at the point of crossing as agreed in said petition and fully set forth in the plat and blue print attached thereto.

It is therefore ordered by the commission that when said crossings are made and completed that said petitioner shall report said facts to this commission.

The respective parties having agreed upon the said crossings as to the expense thereof the commission make no order in relation to that matter.

It is further ordered that the secretary of this commission present to the petitioner a bill of \$30.00, being the expenses of said commission for inspecting and viewing said crossing.

The Commission hereby retains jurisdiction of the subject matter and the parties for the purpose of making any further order that may be necessary in relation thereto.

Dated this 28th day of September, 1910.

[Signed] O. F. BERRY, *Chairman*;

J. A. WILLOUGHBY, *Commissioner*.

Note: This order held for final recording until this date, Jan. 23, 1912, for completion and filing of contract referred to therein.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 613.

Egyptian Southern Railway Company

v.

Illinois Central Railroad Company

No. 614.

Egyptian Southern Railway Company

v.

Chicago & Eastern Illinois Railroad Company

In the matter of petition for grade crossings at Benton, Illinois.

Now on this day come the respective parties to the above entitled causes, and it appearing that the matters involved are substantially the same, and that the several parties are acting together in connection with said petitions, and in order to save duplication of orders, pleadings, etc.

It is hereby ordered that said cases be, and the same are hereby consolidated and shall hereafter be carried as case No. 614.

By order of the commission this 12th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 613.

Egyptian Southern Railway Company

v.

Illinois Central Railroad Company

No. 614.

Egyptian Southern Railway Company

v.

Chicago & Eastern Illinois Railroad Company
Consolidated.

No. 614.

Consolidated Cause

Egyptian Southern Railway Company

v.

Chicago & Eastern Illinois Railroad Company
Illinois Central Railroad Co.

In the matter of petition for grade crossings at Benton, Ill.

The petitioner herein is a corporation organized under the laws of the State of Illinois and authorized to do business in said State under the laws of Illinois. The principal office of such corporation is at Benton, county of Franklin and State of Illinois. The object of said corporation as shown by its articles of incorporation, is to construct a railroad from the city of McLeansboro, county of Hamilton, and State of Illinois, to the city of Herrin, county of Williamson and State of Illinois.

The petitioner in the construction of said railroad between said termini, in building its said track will cross the track of the Chicago & Eastern Illinois Railroad Company and the track of the Illinois Central Railroad Company on the southwest quarter of the southeast quarter of section nineteen, township six, south, range three, east, of the third P. M., in Franklin county, Ill.

It appearing to the commission that the petitions herein have been regularly filed in due time with the secretary of this commission and that due notice of the filing of the same has been given to the defendants as required by law, and that all of the parties in interest are properly before the commission both by service and personal appearance, and the commission having jurisdiction thereof, both of the subject matter and of the parties in interest, and the commission having viewed the premises at the point of crossing of the petitioner over the track of the Chicago & Eastern Illinois Railroad Company, as shown by the petition and plat attached thereto, and having examined the same with regard to the safety of life and property, and being fully advised, the commission denied the prayer of the petition to cross the respondent Chicago & Eastern Illinois Railroad at the point designated in said petition, and directed that said crossing should be made at a place hereinafter fully described and set forth, and also shown by plat No. 6 of the Railroad and Warehouse Commission, marked Exhibit "A," and filed herein on the 12th day of March, 1912, and made a part of this order, and after such examination of the place hereinabove referred to and as shown by said plat, the commission finds:

That such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon the said railroad so crossed by the said petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted for a crossing as hereinabove stated and shown by said Commissioners' Plat No. 6;

It is further ordered that the said Egyptian Southern Railway Company be permitted to cross at grade with one main track, the main track of the Chicago & Eastern Illinois Railroad Company and to cross the said main track of the Chicago & Eastern Illinois Railroad Company on a tangent at an angle of twenty-one degrees thirty minutes with the said main track of the Chicago & Eastern Illinois Railroad Company, at a point three hundred and forty-five feet southerly from an existing grade crossing where the main track of the Chicago & Eastern Illinois Railroad Company crosses the main track of the Illinois Central Railroad Company and measured along the center line of said main track of the Chicago & Eastern Illinois Railroad Company, all of which is fully shown in detail on plat No. 6 of the Railroad and Warehouse Commission, marked Exhibit "A," such crossing being situated in the city of Benton, county of Franklin and State of Illinois, the respondent road having first acquired the right-of-way of the said Chicago & Eastern Illinois Railroad Company.

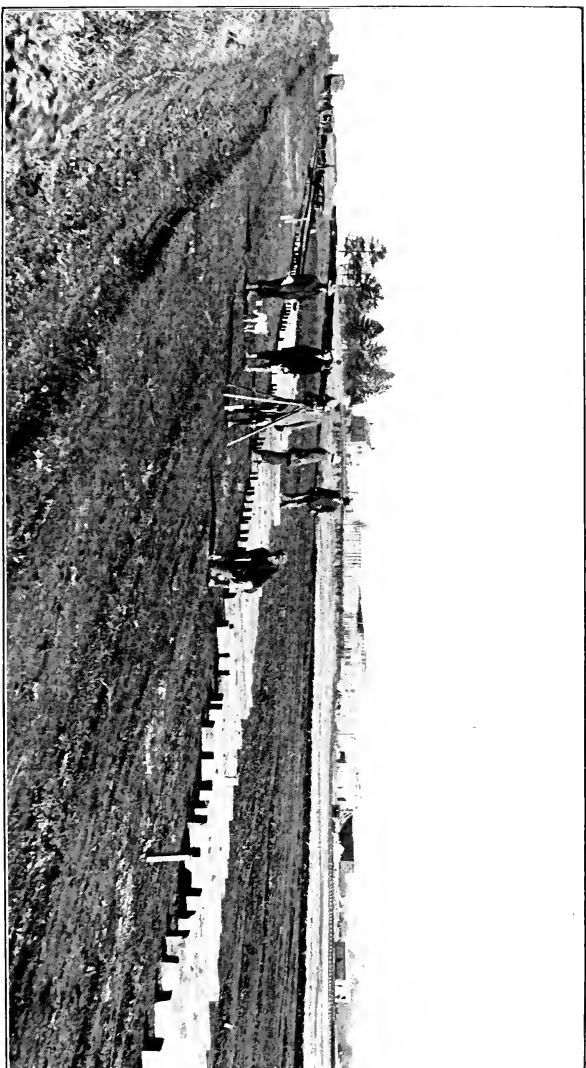
And the commission having viewed the premises at the point of crossing of the petitioner over the track of the Illinois Central Railroad Company, as shown by the petition and plat attached thereto, and having examined the same with regard to the safety of life and property, and being fully advised, the commission denied the prayer of the petition to cross the respondent Illinois Central Railroad at the point designated in said petition, and directed that said crossing should be made at a place hereinafter fully described and set forth, and also shown by plat No. 6 of the Railroad and Warehouse Commission, marked Exhibit "A," and filed herein on the 12th day of March, 1912, and made a part of this order, and after such examination of the place hereinabove referred to and as shown by said plat, the commission finds;

That such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the said petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted for a crossing as hereinabove stated and shown by said Commissioners' Plat No. 6;

It is further ordered that the said Egyptian Southern Railway Company be permitted to cross at grade with one main track the main track of the Illinois Central Railroad Company and to cross the same on a tangent at an angle of thirty-eight degrees and twenty-seven minutes with the said main track of the Illinois Central Railroad Company at a point three hundred and eight feet easterly from an existing grade crossing where the main track of the Chicago & Eastern Illinois Railroad Company crosses at grade the main track of the Illinois Central Railroad Company and measured along the center line of said main track of the Illinois Central Railroad Company, thence continuing on a tangent on the same and northeasterly course a distance of thirteen feet to the center line of a wye track which connects the present main track of the Illinois Central Railroad Company and the present main track of the Chicago & Eastern Illinois Railroad Company in the northeasterly angle of the above mentioned existing crossing, all of which is fully shown in detail on plat No. 6 of the Railroad and Warehouse Commission, marked Exhibit "A," such crossing being situated in the city of Benton, county of Franklin and State of Illinois, the respondent road having first acquired the right-of-way of the said Illinois Central Railroad Company.

It further appearing to the commission that near the said crossings hereinabove referred to and petitioned for by the said petitioner, the Chicago & Eastern Illinois Railroad crosses the track of the Illinois Central Railroad, and it further appearing to the commission that in order to protect life and property at said points and to protect such crossings at said points, so that



Illinois Central R. R. Running Lines for Laying Track.

said several crossings will not unnecessarily impede or endanger the travel or transportation upon said railroads so crossed by the said petitioner at said points, there should be an interlocking plant installed for the purpose of protecting the crossings herein named and prayed for by said petitioner, and also the crossing of the Illinois Central Railroad Company with the Chicago & Eastern Illinois Railroad Company at said point hereinabove referred to, which crossing of said roads is fully set forth on said Commissioners' Plat No. 6, marked Exhibit "A," and hereinabove referred to.

It is further ordered, adjudged and decreed by the commission that before crossing the said Chicago & Eastern Illinois Railroad or the Illinois Central Railroad, except as hereinafter provided at said point, that the said petitioner, the Egyptian Southern Railway Company, shall install an interlocking plant of approved design at said crossing, the plans of said interlocking plant to be prepared by the petitioner and submitted to the respondent companies, namely the Chicago & Eastern Illinois Railroad Company and the Illinois Central Railroad Company, for their examination, and to this commission for examination and approval, before the said interlocking plant is installed;

It is further ordered, adjudged and decreed that said interlocking plant be, and the same is hereby directed to be installed within six months from the date of this order;

It is further ordered that during the time of the installation of said interlocking plant for said period of six months and no longer, the petitioner herein may erect at his own expense, a temporary crossing over the Chicago & Eastern Illinois Railroad, said crossing to be approved by this commission, and used by them in the transportation of cars only between the hours of eight o'clock, a. m., and four o'clock, p. m., and at such times as will impede as little as possible the through trains of said respondent road;

It is further ordered, adjudged and decreed by the commission that prior to the building of said temporary crossing as herein provided for, the said petitioner shall by a proper guarantee, satisfy this commission that it will install or have installed within six months from the date of this order, an interlocking plant as herein provided for;

It is further ordered, adjudged and decreed by the commission that when said interlocking plant has been installed and approved by this commission, the cost of the erection of same shall be divided between the respective parties as follows: The petitioner, the Egyptian Southern Railway Company, shall pay three-sixths thereof, the respondent, the Chicago & Eastern Illinois Railroad Company, shall pay two-sixths thereof and the respondent, the Illinois Central Railroad Company, shall pay one-sixth thereof;

It further appearing to the commission that in the making of said crossings and the installation of said interlocking plant, certain changes of track location will be necessary prior to the installation of said interlocking plant, and between the respective parties hereto, the expense of such changes cannot at this time be determined;

It is therefore ordered, adjudged and decreed that the division of the expense of such changes of track as well as the expense of maintenance and operation of such interlocking plant shall be reserved by this commission and determined after said interlocking plant has been installed and said track changes made.

The commission hereby reserves full jurisdiction of all the parties and the subject matter for the purpose of making such further order as may be necessary, from time to time, and for determination of the questions herein reserves jurisdiction for final hearing.

It is further ordered that the secretary of this commission present a bill to the petitioner for \$60.00, being \$30.00 for the expense of this commission in the examination of each of said crossings.

By order of the commission this 12th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 565.

Chicago, Burlington & Quincy Railroad Co.

v.

Tri-City Railway Company

Chicago, Rock Island & Pacific Railway Co.

In the matter of petition to cross at grade at Moline, Ill.

The petitioner, the Chicago, Burlington & Quincy Railroad Company, is a corporation organized and existing under the laws of the State of Illinois, with power to construct, acquire, maintain and operate a railroad through the city of Moline, county of Rock Island, State of Illinois; said petitioner is about to construct a side track into the plant of Deere & Company in said city of Moline, county of Rock Island, and State of Illinois, and petitions for permission to cross at grade with said side track, two main tracks of the Tri-City Railway Company in Third av. and two side tracks of the Chicago, Rock Island & Pacific Railway Company a short distance north of the tracks of said Tri-City Railway Company, as shown on map attached to said petition and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and due notice of the filing of same having been given to the respondents as required by law, and that all of the parties in interest are properly before the commission, both by service and personal appearance, and the commission having jurisdiction thereof, both of the subject matter and the parties in interest, and the commission having viewed the premises at the point of crossing as shown by the petition and plat attached thereto, and having examined the same with regard to the safety of life and property, and being fully advised, and it appearing that such crossing at said point will not unnecessarily impede or endanger the travel or transportation upon said railroads so crossed.

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

It is further ordered, adjudged and decreed that the said Chicago, Burlington & Quincy Railroad Company is hereby authorized to cross the respondent roads, namely, the Tri-City Railway and the Chicago, Rock Island & Pacific Railway, at the points named in said petition, at grade.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossings, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract is filed with the papers herein and is a part of the record thereof, and the commission makes no order in relation thereto.

The commission retains jurisdiction of the subject matter for the purpose of ordering protection at any time in the future, if it is deemed necessary by the commission.

It is further ordered that the secretary of this commission present a bill to the petitioner of \$30.00 for the expense of the commission in making the examination of such crossing.

By order of the commission, this 2d day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 569.

Northern Illinois Electric Railway Co.
v.
Chicago, Burlington & Quincy Railroad Co.

In the matter of petition to cross at grade at Amboy, Ill.

The petitioner, the Northern Illinois Electric Railway Company, is a corporation organized and existing under the laws of the State of Illinois for the purpose of constructing an electric railroad from Lee Center in the county of Lee to Amboy in the county of Lee and State of Illinois, and petitions for permission to cross, in constructing said railroad, a track of the Chicago, Burlington & Quincy Railroad Company at grade, just east of the city limits of Amboy and on the main street of Amboy leading to Binghampton.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of same has been given to the defendant as required by law, and that all of the parties in interest are properly before the commission, and the commission having jurisdiction of the subject matter and of all the parties in interest, and the commission having viewed the premises at the point of crossing, as shown by the petition and examined the same with regard to the safety of life and property, and the commission having heard the testimony and argument of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger travel or transportation upon said railroad so crossed at said point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be granted.

It is further ordered that the said Northern Illinois Electric Railway Company be, and the same is hereby authorized to cross the defendant road, namely, the Chicago, Burlington & Quincy Railroad, at grade, as prayed for in said petition and as particularly described and shown by plat attached to said petition herein and made a part thereof.

It appearing to the commission that the matter of protection of said crossing has been covered by contract entered into between the respective parties, filed herein, and that it has also been agreed between said parties as to an interlocking plant, should one become necessary in the future, as to the manner in which same shall be installed, and it appearing to the commission that at the present time there are only two trains each way per day upon said Chicago, Burlington & Quincy Railroad, and that it is not necessary to require the expense of installing an interlocking plant at said crossing at this time, the commission reserving the right and retaining jurisdiction of this cause for the purpose of requiring an interlocking plant to be installed at said crossing or otherwise protected, should it be deemed necessary.

It is further ordered that the secretary of this commission present to the petitioner a bill for \$30.00 for the expense of the commission in making an examination of said crossing.

By order of the commission, this 24th day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 623.

St. Louis, Peoria & Northwestern Railway Co.

v.

Peoria Railway Terminal Co.

In the matter of petition to cross at grade near Hollis, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Peoria Railway Terminal Company, at grade, at a point in section eleven, township seven north, range seven east, near Hollis, Ill., in the location and manner shown upon blue print and profile attached to petition herein and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross at grade, the tracks of the Peoria Railway Terminal Company, at the point indicated on said blue print attached to said petition, the right-of-way having first been acquired for that purpose.

It is further ordered, adjudged and decreed that the interlocking plant now located at this point, and protecting the crossing of the tracks of the Peoria Railway Terminal Company with the tracks of the Toledo, Peoria & Western Railway Company, be enlarged to protect the proposed additional crossing to be constructed by the St. Louis, Peoria & Northwestern Railway Company. Plans for necessary changes in said interlocking plant to be prepared and submitted to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said changes to be made. It further appearing to the commission that the respective parties hereto have entered into an agreement as to the expense of enlarging said interlocking plant, no order is made in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 624.

St. Louis, Peoria & Northwestern Railway Co.

v.

Peoria & Pekin Union Railway Co.

In the matter of petition to cross at grade near Hollis, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Peoria & Pekin Union Railway Company, at grade, at a point in section eleven, township seven north, range seven east, near Hollis, Ill., in the location and in the manner shown upon blue print and profile attached to petition herein and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petition at said point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross at grade, the tracks of the Peoria and Pekin Union Railway Company, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered, adjudged and decreed that the interlocking plant now located at this point, and protecting the junction of the tracks of the Peoria and Pekin Union Railway Company with the tracks of the Toledo, Peoria & Western Railway Company, be enlarged to protect the proposed additional crossing to be constructed by the St. Louis, Peoria & Northwestern Railway Company. Plans for necessary changes in said interlocking plant to be prepared and submitted to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said changes to be made.

It further appearing to the commission that the respective parties hereto have entered into an agreement as to the division of the expense of enlarging said interlocking plant, no order is made in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission, this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 625.

St. Louis, Peoria & Northwestern Railway Co.

v.

Peoria & Pekin Union Railway Co.

In the matter of petition to cross overhead near Peoria, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Peoria and Pekin Union Railway Company, overhead, at a point in the northeast quarter of section twenty-five, township eight north, range seven east, near the city of Peoria, Ill., in the location and in the manner shown upon the blue print plan and profile attached to petition herein and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross overhead, the tracks of the Peoria & Pekin Union Railway Company, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered that the said petitioner present plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an argument in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission making the examination of such crossing.

The commission retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 626.

St. Louis, Peoria & Northwestern Railway Co.

v.

Chicago & Alton Railroad Co.

In the matter of petition to cross by subway near Mason City, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Chicago & Alton Railroad Company, by subway, at a point in section twenty-two, township twenty-one north, range five west, near Mason City, Ill., in the location and in the manner shown upon the blue print plan and profile attached to petition herein and made a plan thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises; and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross by subway, the tracks of the Chicago & Alton Railroad Company, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered that the said petitioner present plans for such subway crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission.

The commission hereby retains jurisdiction for the purpose of entering in making the examination of such crossing.

any further order that may be necessary in relation thereto.

By order of the commission on this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 624.

St. Louis, Peoria & Northwestern Railway Co.

v.

Chicago & Alton Railroad Co.

In the matter of petition to cross overhead near Cockrell, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Chicago & Alton Railroad Company, with an overhead structure, in section twenty-two, township fifteen north, range six west, about two miles west of Cockrell, Ill., in the location and in the manner shown upon the blue print plan and profile attached to petition herein and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company, and the same is hereby authorized to cross overhead, the tracks of the Chicago & Alton Railroad Company, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered that the said petitioner present plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 628.

St. Louis, Peoria & Northwestern Railway Co.

v.

Wabash Railroad Co.

In the matter of petition to cross overhead near Curran, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Wabash Railroad Company, by an overhead structure, at a point in the southwest quarter of section fifteen, township fifteen north, range six west, near Curran, Ill., in the location and in the manner shown by the blue print plan and profile attached to petition herein and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross overhead, the tracks of the Wabash Railroad Company, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered that the said petitioner present plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 629.

St. Louis, Peoria & Northwestern Railway Co.

v.

Baltimore & Ohio Southwestern Railroad Co.

In the matter of petition to cross overhead near Springfield, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right-of-way and tracks of the Baltimore & Ohio Southwestern Railroad Company, by an overhead structure, at a point in the west half of section nineteen, township sixteen north, range five west, about two and one-half miles west of Springfield, Ill., in the location and in the manner shown upon the blue-print plan and profile attached to petition herein and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross overhead, the tracks of the Baltimore & Ohio Southwestern Railroad Company, at the point indicated on said blue print attached to said petition, the right-of-way having first been acquired for that purpose.

It is further ordered that the said petitioner present plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission, this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 630.

St. Louis, Peoria & Northwestern Railway Co.

v.

Peoria Railway Terminal Co.

In the matter of petition to cross overhead near Peoria, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right-of-way and tracks of the Peoria Railway Terminal Company, by an overhead structure, at a point in the northeast quarter of section twenty-five, township eight north, range seven east, near Peoria, Ill., in the location and in the manner shown upon the blue print plan and profile attached to petition herein and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross overhead, the tracks of the Peoria Railway Terminal Company, at the point indicated on said blue print attached to said petition, the right-of-way having first been acquired for that purpose.

It is further ordered that the said petitioner present plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission, this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 631.

St. Louis, Peoria & Northwestern Railway Co.

v.

Iowa Central Railway Co.

In the matter of petition to cross overhead near Peoria, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way tracks of the Iowa Central Railway Company, operated by the Minneapolis and St. Louis Railroad Company, as lessee thereof, with an overhead structure, at a point in section twenty-four, township eight north, range seven east, near Peoria, Ill., in the location and in the manner shown upon the blue print plan and profile attached to petition herein and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company, be, and the same is hereby authorized to cross overhead, the tracks of the Iowa Central Railway Company, operated by the Minneapolis and St. Louis Railroad Company, at the point indicated on said blue print attached to said petition, the right-of-way having first been acquired for that purpose.

It is further ordered that the said petitioner present plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers hereof and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 632.

St. Louis, Peoria & Northwestern Railway Co.

v.

Chicago & Northwestern Railway Co.

In the matter of petition to cross overhead near Peoria, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Chicago & Northwestern Railway Company, with an overhead structure, at a point in section twenty-four, township eight north, range seven east, near Peoria, Ill., at the location and in the manner shown upon the blue print plan and profile attached to the petition herein and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property and the commission having heard the testimony and arguments of counsel and being fully advised in the premises and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

And is further ordered that the said St. Louis, Peoria & Northwestern Company be, and the same is hereby authorized to cross overhead, the tracks of the Chicago & Northwestern Railway Company, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered that the said petitioner submit plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the said petitioner is a subsidiary corporation of the said Chicago and Northwestern Railway Company and that said Chicago & Northwestern Railway Company consents to the making of said overhead crossing, as shown upon said plans and profile, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 633.

St. Louis, Peoria & Northwestern Railway Co.

v.

Chicago, Peoria & St. Louis Railway Co. of Illinois.

In the matter of petition to cross at grade near Athens, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Chicago, Peoria & St. Louis Railway Company of Illinois, at grade, at a point in section six, township seventeen north, range five west, near Athens, Ill., at the location and in the manner shown upon the blue print plan and profile attached to petition herein and made a part thereof;

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required, by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted.

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross at grade, the tracks of the Chicago, Peoria & St. Louis Railway Company of Illinois, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered, adjudged and decreed that the said St. Louis, Peoria & Northwestern Railway Company construct and install an interlocking plant of approved design at such crossing; the plans for such interlocking plant to be prepared and submitted to the defendant company for examination and to this commission for examination and approval, and when said plans are properly approved by this commission, said interlocking plant shall be installed in accordance therewith, and said petitioner may then cross the defendant road;

It further appearing to the commission that the respective parties hereto have entered into an agreement as to the division of the expense of constructing and installing said interlocking plant, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 634.

St. Louis, Peoria & Northwestern Railway Co.

v.

Chicago, Burlington & Quincy Railroad Co.

In the matter of petition to cross overhead near Peoria, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois petitions for permission to cross with its proposed line of railway, the right of way and of tracks of the Chicago, Burlington & Quincy Railroad Company, by an overhead structure, at a point in the northwest quarter of section twenty-four, township eight north, range seven east, near the city of Peoria, Ill., at the location and in the manner shown upon blue print plan and profile attached to petition herein and made a part thereof:

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of the commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross overhead, the tracks of the Chicago, Burlington & Quincy Railroad Company, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered that the said petitioner submit plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 635.

St. Louis, Peoria & Northwestern Railway Co.

v.

Chicago & Alton Railroad Co.

In the matter of petition to cross overhead near Girard, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Chicago & Alton Railroad Company, by an overhead structure, in the south-east quarter of the north-east quarter of section seven, township eleven north, range six west, about two miles south of Girard, Ill., at the location and in the manner shown upon the blue print plan and profile attached to petition herein and made a part thereof;

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same in regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be and the same is hereby authorized to cross overhead, the tracks of the Chicago & Alton Railroad Company, at the point indicated on said blue print attached to said petition, the right-of-way having first been acquired for that purpose.

It is further ordered that the said petitioner submit plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

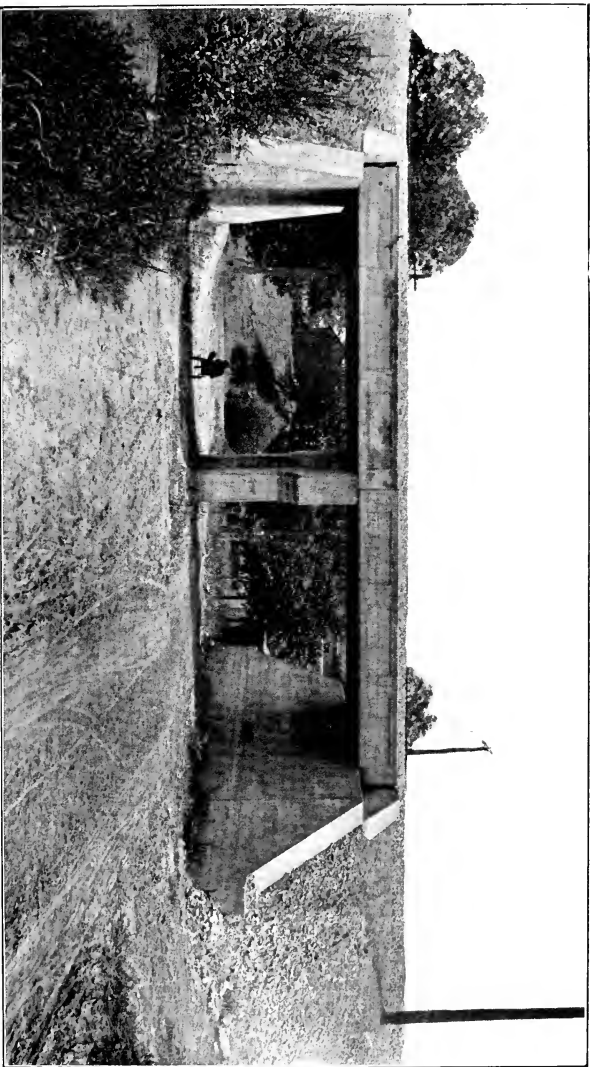
It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.



Illinois Central No. 12. New Style Concrete Trestle.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 636.

St. Louis, Peoria & Northwestern Railway Co.

v.

St. Louis, Springfield & Peoria Railroad Co.

In the matter of petition to cross overhead near Girard Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the St. Louis, Springfield & Peoria Railroad Company, by an overhead structure, at a point in the south-east quarter of the north-east quarter of section seven, township eleven north, range six west, near Girard, Ill., at the location and in the manner shown upon the blue print plan and profile attached to petition herein and made a part thereof;

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross overhead, the tracks of the St. Louis, Springfield & Peoria Railroad Company at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered that the said petitioner submit plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 637.

St. Louis, Peoria & Northwestern Railway Co.

v.

Chicago, Burlington & Quincy Railroad Co.

In the matter of petition to cross overhead near Virden, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Chicago, Burlington & Quincy Railroad Company, by an overhead structure, at a point in the south-east quarter of section six, township twelve north, range six west, near the town of Virden, Ill., at the location and in the manner shown upon the blue print plan and profile attached to petition herein and made a part thereof;

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given the defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross overhead, the tracks of the Chicago, Burlington & Quincy Railroad Company, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered that the said petitioner submit plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of the commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 638.

St. Louis, Peoria & Northwestern Railway Co.

v.

Chicago, Peoria & St. Louis Railway Co. of Illinois.

In the matter of petition to cross overhead near Curran, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Chicago, Peoria & St. Louis Railway Company of Illinois, with an overhead structure, at a point in section fifteen, township fifteen north, range six west, near Curran, Ill., at the location and in the manner shown upon the blue print plan and profile attached to petition herein and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross overhead, the tracks of the Chicago, Peoria & St. Louis Railway Company of Illinois, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered that the said petitioner submit plans for such overhead crossing to the defendant company for examination and to this commission for examination and approval, and when properly approved by the commission said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the plans of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it may be applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains the jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 639.

St. Louis, Peoria & Northwestern Railway Co.

v.

Chicago, Peoria & St. Louis Railway Co. of Illinois.

In the matter of petition to cross overhead at South Pekin, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Chicago, Peoria & St. Louis Railway Company of Illinois, by an overhead structure, at a point in section nine, township twenty-four north, range five west, at South Pekin, Ill., at the location and in the manner shown upon the blue print plan and profile attached to petition herein and made a part thereof.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross overhead, the tracks of the Chicago, Peoria & St. Louis Railway Company of Illinois, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered that the said petitioner submit plans for such overhead crossing to the defendant company for examination and to this commission, for examination and approval, and when properly approved by the commission, said crossing shall be so erected.

It further appearing to the commission that the respective parties hereto, have entered into an agreement in relation to the place of crossing, the manner of crossing, and as to the construction, maintenance and operation of said crossing, and the commission having examined such contract, the same is hereby approved so far as it is applicable to the proceedings in this case, and a copy of said contract being filed with the papers herein and made a part of the record thereof, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 640.

St. Louis, Peoria & Northwestern Railway Co.

v.

Illinois Central Railroad Co.

In the matter of petition to cross at grade in Mason County, Ill.

The petitioner, the St. Louis, Peoria & Northwestern Railway Company, a corporation duly organized and existing under the laws of the State of Illinois, petitions for permission to cross with its proposed line of railway, the right of way and tracks of the Illinois Central Railroad Company, at grade, at a point in the north-west quarter of the north-west quarter of section fifteen, township twenty north, range five west, third p. m., in Mason County, Ill., at the location and in the manner shown upon blue print plan and profile attached to petition herein and made a part thereof;

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given defendant as required by law, and that all of the parties in interest are properly before the commission, both by notice and personal appearance, and the commission having jurisdiction of the subject matter and of all the parties interested therein; and the commission having viewed the premises at the point of crossing as shown in the petition, and examined the same with regard to safety of life and property, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

And it is further ordered that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to cross at grade, the tracks of the Illinois Central Railroad Company, at the point indicated on said blue print attached to said petition, the right of way having first been acquired for that purpose.

It is further ordered, adjudged and decreed that the said St. Louis, Peoria & Northwestern Railway Company construct and install an interlocking plant of approved design at such crossing; the plans for such interlocking plant to be prepared and submitted to the defendant company for examination and to this commission for examination and approval, and when said plans are properly approved by this commission said interlocking plant shall be installed in accordance therewith, and said petitioner may then cross the defendant road.

It further appearing to the commission that the respective parties hereto have entered into an agreement as to the division of expense of construction and installation of said interlocking plant, the commission makes no order in relation thereto.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for the expense of the commission in making the examination of such crossing.

The commission hereby retains jurisdiction for the purpose of entering any further order that may be necessary in relation thereto.

By order of the commission this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 621.

Pekin & Petersburg Interurban Railway Co.

v.

Peoria & Pekin Union Railway Co.

In the matter of petition to cross at grade at Pekin, Ill.

This is a petition for a grade crossing in the city of Pekin, county of Tazewell and State of Illinois.

The answer of the respondent road denies the right as well as the necessity of crossing their track at this point. Upon a hearing it developed that a portion of the track which made it necessary to cross the respondent road, was to be used by the petitioner for city street car service; and

It further appearing to the commission that the petitioner was incorporated only for the purpose of building and operating an interurban railroad; and

It further appearing that for the purpose of operating an interurban railroad, it is unnecessary to cross the track of the respondent at that point, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby denied and the petition dismissed.

By order of the commission this 15th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 618.

Johnston City Connecting Railway

v.

Chicago & Eastern Illinois Railroad Company

In the matter of approval of plans for overhead crossing at Johnston City, Ill.

Now on this day come the respective parties herein and file their contract together with plans and specifications for the erection of overhead crossing as set forth in the petition and plat attached thereto, and the same having been examined by the consulting engineer of this commission and approved by him as being proper and sufficient for such overhead crossing, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said plans and specifications be, and the same are hereby approved.

It further appearing to the commission from the contract between the respective parties that the division of costs and maintenance has been agreed upon by the respective parties, no order is made in relation thereto.

By order of the commission this 11th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 620.

Central Illinois Public Service Company

v.

Toledo, St. Louis & Western Railroad Company

In the matter of petition to cross at grade at Charleston, Ill.

The petitioner, the Central Illinois Public Service Company, is a corporation organized under the general corporation laws of the State of Illinois, for the purpose of constructing, owning and operating a street railway in the city of Charleston, county of Coles and State of Illinois;

The petition shows that in pursuance of its corporate powers, it is engaged in constructing a line of street railway from a point at or near the center of the crossing between Sixth and Railroad sts., in the city of Charleston, west on Railroad st., to the depot of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company on said Railroad st.; that in order to complete its said line of street railway, it will be necessary to cross the railway track of the Toledo, St. Louis & Western Railroad Company at a point where said main track crosses said Railroad st., the point of which said crossing is specifically described in the plat attached to said petition and made a part thereof; for accurate location, reference is hereby made to description in said petition and the plat attached thereto.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of the commission and that due notice of the filing of the same has been given the defendant as required by law, and that all parties in interest have been properly served and are properly before said commission, both by service and appearance, and the commission having jurisdiction of the subject matter and of the parties in interest;

And the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regards to safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing to the commission that said crossing at said point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at said point for the time-being;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

It is further ordered that the said Central Illinois Public Service Company be, and the same is hereby authorized to cross the defendant road, namely the Toledo, St. Louis & Western Railroad, at grade at the point hereinabove described in the city of Charleston, county of Coles and State of Illinois, having first acquired permission to cross the right-of-way of the said defendant road, the commission hereby reserving the right, at any time in the future that it may deem proper, to make a further order in this case requiring said petitioner to enter into the interlocking plant of said point, the entire question of protection being hereby reserved for such further consideration as the commission may determine.

It is further ordered by the commission that the petitioner pay all necessary expenses of every kind and character connected with said crossing herein allowed.

It is further ordered that the secretary of this commission present to the petitioner a bill in the sum of \$30.00 for expense of commission in making examination of said crossing.

The commission hereby retains full and complete jurisdiction of both subject matter and of all the parties to this proceeding for the purpose of making such further order as may be necessary at any time.

By order of the commission this 11th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
E. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 661.

Illinois Central Electric Railway

v.

Chicago, Burlington & Quincy Railroad Co.

In the matter of petition to cross at grade on North Main st., Lewiston, Ill.

The petitioner, the Illinois Central Electric Railway, is a corporation organized under the laws of the State of Illinois, for the purpose of constructing and operating a railroad between the city of Farmington in the county of Fulton, and State of Illinois, and the city of Lewiston in said county and State; that it has already constructed its said railroad from the city of Farmington to the village of St. David in Fulton County, and is now engaged in constructing and extending its said line of railway from said village of St. David to the north line of Second South st., in the city of Lewiston in said county and State, and petitions herein for permission to cross at grade, the main line of the Chicago, Burlington & Quincy Railroad Company at the place where said Chicago, Burlington & Quincy Railroad crosses North Main st., at and within the corporate limits of said city of Lewiston.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given to the defendant as required by law, and that said defendant has entered its appearance therein by answer, and that all of the parties in interest are properly before the commission, and the commission has jurisdiction of the subject matter and the parties in interest, and the commission having viewed the premises at the proposed point of crossing, as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at such point;

It is therefore ordered, adjudged and decreed that the prayer of the petition be, and the same is hereby granted;

It is further ordered that the said Illinois Central Electric Railway be, and the same is hereby authorized to cross the defendant road, namely the Chicago, Burlington & Quincy Railroad, at grade at the point described in said petition and particularly shown on the plat attached to said petition, which is hereby referred to for certainty, the said petitioner having first acquired permission to cross the right-of-way of the said Chicago, Burlington & Quincy Railroad Company.

It appearing to the commission that the traffic of the Chicago, Burlington & Quincy Railroad Company at this time, is very light, it would appear that there is no particular need at this time for an interlocking plant, and the question of protection of such crossing by an interlocking plant or other device, is hereby reserved by this commission for the purpose, at any time it may see fit to do so, to make an additional order in relation to an interlocking plant or such other protection as may be deemed necessary by such commission, and the question of the division of expense of installation of such interlocking plant, should one be ordered by this commission, is also reserved for further hearing at such time as said commission may see fit to act in relation thereto.

It is further ordered that the secretary of this commission present the petitioner a bill in the sum of \$30.00 for the expense of the commission in making examination of such proposed crossing.

By order of the commission this 23rd day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 646.

Denverside Connecting Railway Co.

v.

St. Louis & Belleville Electric Railway Co.

In the matter of the crossing at grade of the Denverside Connecting Railway Company over tracks of the St. Louis & Belleville Electric Railway Company in the city of East St. Louis, St. Clair County, Ill.

The petitioner herein, the Denverside Connecting Railway Company, is duly organized railroad company incorporated under the laws of the State of Illinois, and by virtue of such incorporation is authorized to construct and operate a railroad with all of the necessary appurtenances thereto belonging, commencing at or near the present southeasterly city limits of the city of East St. Louis, Ill., between the right of way of the Southern Railway Company and State st., running to the right-of-way of the Illinois Transfer Railroad Company, between the right-of-way of the Illinois Central Railway Company and the right-of-way of the Southern Railway Company to the easterly banks of the Mississippi River opposite the city of St. Louis, Mo.

The petition herein was duly filed with this commission in due time, and copies of the same duly served upon all parties in interest. The commission having jurisdiction of all respective parties in interest and the subject matter referred to in said petition, and the commission having duly examined and viewed said crossing—as required by law—and being duly advised in relation thereto—find that said crossing at said point will not necessarily interfere with the use of the travel upon said respondent road; and as the said crossing as prayed for in said petition is the only practical kind of a crossing that can be established at this time, the said petitioner and the respondent road having filed a contract and agreement in relation to said crossing, and the petitioner herein having obtained the right-of-way to cross said respondent road at such point; and the commission being fully advised in the premises from the viewing of said crossing and the testimony offered in relation thereto;

It is, therefore, ordered, adjudged and decreed that the petitioner the Denverside Connecting Railway, be and they are hereby authorized to cross at grade at the point described in said petition and plat attached thereto—the St. Louis & Belleville Electric Railway Company. Reference to plat attached to said petition is hereby made for particular and exact description of said crossing.

The respective parties having entered into a contract in relation to division of expense of said crossing, the commission make no finding in relation thereto. The commission approving said contract only so far as it is consistent with the order herein made, and for no other purpose.

The said crossing when installed shall be installed in such a manner as to meet the approval of this commission, and said petitioner shall report to this commission when said crossing is complete and ready for final inspection by this commission, or its engineer.

The commission reserve full jurisdiction of the subject matter and of respective parties hereto for the purpose—at any time it may desire to do—on reasonable notice, of re-docketing said cause and making such further orders as it may deem necessary and proper in relation thereto.

By order of the commission this 5th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 647.

Denverside Connecting Railway Co.

v.

Southern Railway Co.

In the matter of the crossing at grade of the Denverside Connecting Railway over the tracks of the Southern Railway, in the city of East St. Louis, St. Clair County, Ill.

The petitioner, the Denverside Connecting Railway Company is a duly organized railway company incorporated under the laws of the State of Illinois, and by virtue of such incorporation is authorized to construct, and operate a railroad with all necessary appurtenances thereto, commencing at or near the present southeasterly limits of the city of East St. Louis, Ill., between the right-of-way of the Southern Railway Company and State st., and running to the right-of-way of the Illinois Transfer Railroad Company between the right-of-way of the Illinois Central Railway Company and the right-of-way of the Southern Railway Company, and to the easterly banks of the Mississippi River opposite the city of St. Louis, Mo.

It appearing to the commission that the petition herein was duly filed in proper time, and is in due form, and that a copy thereof was duly served upon all parties interested therein entitled to receive such copy, and the commission having full jurisdiction of the respective parties and the subject matter contained in said petition, and having duly examined and viewed such crossing as required by law, and being fully advised in the premises, and it appearing that said road is a terminal road, and that the only practical crossing at said point, considering the entire road together with the physical conditions thereof, is a grade crossing, and it appearing that such crossing at said place will not unnecessarily obstruct the travel on said road, or of either of them, it is therefore ordered that the prayer of the petitioner be and the same is hereby granted.

The commission being fully advised, it is therefore ordered, adjudged and decreed that the said petitioner, the Denverside Connecting Railway Company be, and it is hereby authorized to cross at grade the track of the Southern Railway Company, the right-of-way first having been obtained at a point near where the Southern Railway crosses Bently st., in the city of East St. Louis. The exact point of said crossing does fully appear upon the blue print attached to said petition to which reference is here made for the exact point of said crossing.

The respective parties having entered into a contract in relation to division of expense of said crossing, the commission make no finding in relation thereto. The commission approve said contract only so far as it is consistent with the order herein made, and for no other purpose.

It is further ordered by the commission that said crossing be protected by some suitable protection, the plan for which shall be submitted to this commission for its examination and approval, and shall also be submitted to the respondent road for examination.

The said crossing when installed shall be installed in such a manner as to meet the approval of this commission, and said petitioner shall report to this commission when said crossing is complete and ready for final inspection by this commission, or its engineer.

The commission reserves full jurisdiction of the subject matter and of respective parties hereto for the purpose—at any time it may desire to do so—on reasonable notice of re-docketing said cause and making such further orders as it may deem necessary and proper in relation thereto.

By order of the commission this 5th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 649.

Alton & Southern Railway Co.

v.

St. Louis & O'Fallon Railway Co.

In the matter of the crossing at grade of the Alton & Southern Ry. over the tracks of the St. Louis & O'Fallon Ry. Co. in St. Clair County, Ill.

The petitioner, herein, the Alton & Southern Railway Company is a duly organized railroad company incorporated under the laws of the State of Illinois, and by virtue of such incorporation is authorized to construct and operate a railroad with all necessary appurtenances thereto from a point at the easterly banks of the Mississippi River opposite the city of St. Louis, Mo., and running in an easterly and northeasterly direction to a point in St. Clair County, Ill., near the northeasterly limits of the city of East St. Louis, Ill.

It appearing to the commission that the petition herein was filed with this commission in due time and is in proper form, and a copy thereof served upon each of the respective parties entitled thereto, and the commission having full jurisdiction of the respective parties hereto and of the subject matter presented in said petition and having duly examined and viewed said crossing, and it appearing that a grade crossing is the only practical crossing at such point, said petitioner being a terminal railway for freight purposes only, and it appearing that such crossing at such point will not unnecessarily, or unduly endanger the travel of said road at such crossing.

It is, therefore, ordered by the commission that the said Alton & Southern Railway be and they are hereby authorized to cross the tracks of the St. Louis & O'Fallon Railway Company at a point about three hundred forty-two (342) feet east of a switch point on the Louisville & Nashville Railroad which is near the dividing line between lots Nos. 2 and 3, township 2 North, range 9 West, in St. Clair County, Illinois; the exact location of said crossing fully appears on a plat attached to said petition, and is hereby referred to for certainty as to the location of said crossing.

And it further appearing to the commission that the respective parties have entered into a contract in relation to division of expense of said crossing, the commission make no finding in relation thereto. The commission approves said contract only so far as it is consistent with the order herein made, and for no other purpose.

The said crossing when installed shall be installed in such a manner as to meet the approval of this commission, and said petitioner shall report to this commission when said crossing is complete and ready for final inspection by this commission, or its engineer.

The commission reserves full jurisdiction of the subject matter and of respective parties hereto for the purpose at any time it may desire to do so—on reasonable notice—of redocketing said cause and making such further orders as it may deem necessary and proper in relation thereto.

By order of the commission this 5th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 650.

Alton & Southern Railway Co.
v.
East St. Louis & Suburban Railway.

In the matter of the crossing at grade of the Alton & Southern Ry. over the tracks of the East St. Louis & Suburban Railway Co. on State Street, East St. Louis, St. Clair County, Ill.

The petitioner herein, the Alton & Southern Railway, is a duly organized railroad company incorporated under the laws of the State of Illinois, and by virtue of such incorporation is authorized to construct and operate a railroad with all necessary appurtenances thereto from a point on the easterly banks of the Mississippi River, opposite the city of St. Louis, Mo., and running in an easterly and northerly direction to a point in St. Clair County, Illinois, near the northeasterly limits of the city of East St. Louis, Ill.

It appearing to the commission that the petition herein was filed in due time with this commission, and is in due form as required by law, and that a copy thereof was served on the respective parties entitled to such service, and the commission having full jurisdiction of the respective parties, and the subject matter contained in such petition, and having duly examined and viewed the location of such crossing as required by law, and it appearing that said road is a terminal road for freight purposes and that a grade crossing is the only practical crossing, physical conditions and other matters taken into consideration at such crossings; and it further appearing that such grade crossing will not unnecessarily or improperly endanger the travel over said respondent road at such point.

It is, therefore, ordered, adjudged and decreed by the commission that the said Alton & Southern Railway, the petitioners herein, be and they are hereby authorized to cross the track, or tracks of the East St. Louis & Suburban Railway Company located on State street in the city of East St. Louis at a point about one hundred and twenty-five (125) feet east of Forty-second street, as herein above described, and as will fully appear on the blue print plat attached hereto which specifically describes such crossing, and which plat is hereby referred to for accuracy of point of such crossing.

It further appearing to the commission that the respective parties hereto have entered into an agreement in relation to said crossing and the right-of-way thereof, and the division of expense in relation to such crossing, the commission, therefore, makes no finding in relation thereto. The commission approving said contract only so far as it is consistent with the order herein made, and for no other purpose.

It is further ordered by the commission that said crossing be protected by some suitable protection, the plan for which shall be substituted to this commission for its examination and approval, and shall also be submitted to the respondent road for examination.

The said crossing when installed shall be installed in such a manner as to meet the approval of this commission, and said petitioner shall report to this commission when said crossing is complete and ready for final inspection by this commission, or its engineer.

The commission reserves full jurisdiction of the subject matter and of respective parties hereto for the purpose—at any time it may desire to do—on reasonable notice of redocketing said cause and making such further orders as it may deem necessary and proper in relation thereto.

By order of the commission, this 5th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 663.

Denverside Connecting Railway Co.

v.

East St. Louis Railway Co.

In the matter of the crossings at grade of the Denverside Connecting Railway Co. over the tracks of the E. St. Louis Railway Co. at Bond av. in the city of East St. Louis, Ill.

The petitioner herein, the Denverside Connecting Railway Company, is a corporation duly authorized and incorporated under the law of the State of Illinois, and by virtue of such incorporation is authorized to construct and operate a railroad with all necessary appurtenances thereto belonging, commencing at or near the present southeasterly limits of the city of East St. Louis, Ill., between the right-of-way of the Southern Railway Company and State st., running to the right-of-way of the Illinois Transfer Railroad Company, between the right-of-way of the Illinois Central Railway Company and the right-of-way of the Southern Railway Company to the easterly banks of the Mississippi River opposite the city of St. Louis, Mo.

And it appearing to the commission that the petition herein was properly filed in due time, and the respective parties served with a copy thereof, and the commission having full jurisdiction of all parties in interest, and on subject matter referred to in said petition, and having duly examined and viewed said crossing prayed for in said petition as required by law, and it appearing to the commission that the crossing of said petitioner over the tracks of the respondent road at the point designated for such crossing will not unnecessarily retard or endanger the travel on said road, and it appearing that said road is a terminal road, and that any other character of crossing at such point, in view of all surrounding circumstances would be impractical, and that a grade crossing is practical at such point for the purpose of said road or roads.

It is, therefore, ordered by the commission that the prayer of the petitioner be, and the same is hereby granted.

And the right-of-way having been obtained by such Denverside Connecting Railway Company over and across the tracks of the East St. Louis Railway Company at such point, it is, therefore, further ordered that the said Denverside Connecting Railway Company be, and they are hereby authorized to cross the East St. Louis Railway Company on Bond av.—as the line of said petitioner is now surveyed on the line as located—being twenty-five (25) feet south of the northwest corner of lot No. 22a, and two hundred twenty and five-tenths (220.5) feet north of the southeast corner of lot No. 22c, which said lots lie on opposite sides of Bond av., the center line of said road being a line produced from east to west through said points, and extending across Bond av. which is fully described and illustrated on the blue print plat attached to said petition herein and made a part thereof, and referred to for particular location of said crossing.

It further appearing from the record herein that the respective parties to this proceeding have entered into a contract and agreement in relation to said crossing, and the operation of the said respective roads at said crossing, and the necessary division of expense in relation to said crossing, therefore, the commission make no finding in relation to the division of said expense, the commission approving said contract only so far as it is consistent with the order herein made, and for no other purpose.

The said crossing when installed shall be installed in such a manner as to meet the approval of this commission, and said petitioner shall report to this commission when said crossing is complete and ready for final inspection by this commission, or its engineer.

The commission reserves full jurisdiction of the subject matter and of respective parties hereto for the purpose—at any time it may desire so to do—on reasonable notice, of re-docketing said cause and making such further orders as it may deem necessary and proper in relation thereto.

By order of the commission, this 5th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 642.

Alton & Mississippi River Belt Railway and Transportation Co.

v.

St. Louis, Belleville & Southern Railway Co.

In the matter of the Alton & Mississippi River Belt Railway and Transportation Co. to cross overhead the right-of-way and tracks of the St. Louis, Belleville & Southern Railway Co. at two points; (1) lots 281, 284 and 285; (2) 247, 250, 251 and 254 of the third subdivision of Cahokia Commons of East St. Louis, St. Clair County, Ill.

The petitioner herein, the Alton & Mississippi River Belt Railway and Transportation Co. is a corporation organized and existing by virtue of the laws of the State of Illinois for the purpose as shown by these articles of incorporation to construct a railroad from a point in the county of St. Clair on the eastern inner harbor belt line of the Mississippi River as established by the war department in 1903 opposite the city of St. Louis, Mo. to a point in the city of Alton, county of Madison, State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given to the defendant company, as required by law, and that all of the parties in interest are properly before the commission, and the commission have jurisdiction of the subject matter and of all parties interested therein.

And the commission having viewed the premises at the points of crossing with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it further appearing to the commission that such crossings at such points, as described in said petition and plat attached thereto, will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at such points.

It is therefore ordered, adjudged and decreed that the prayer of the petitioner be and the same is hereby granted.

And it is further ordered that the said Alton & Mississippi Belt Railway and Transportation Co. be and the same is hereby authorized to cross overhead the right-of-way and tracks of the respondent road (right-of-way having first been obtained as required by law) namely the St. Louis, Belleville & Southern Railway Company at the following points:

1st—In lots 281, 284 and 285;

2nd—In lots 247, 250, 251 and 254 of the third subdivision of Cahokia Commons to East St. Louis, St. Clair County, Illinois. The exact point of crossings of said respondent road being fully and particularly described in a plat of said crossing attached to the petition herein, and made a part thereof, reference to which plat is hereby made for certainty.

It is further ordered by the commission that the said petitioner herein shall submit to this commission at its earliest convenience plans and specifications

for said overhead crossing described in said petition for their examination and approval, and that they shall also furnish for their examination a copy of such plans and specifications to the respondent road, and that said overhead crossing shall not be constructed by said petitioner until such plans and specifications are approved by this commission.

It is further ordered by the commission that the secretary present to the petitioner a bill for sixty (60) dollars being thirty (30) dollars each for the expense of said commission in viewing such crossing.

The commission hereby retains full jurisdiction of the respective parties hereto and of the subject matter for the purpose of examining and approving such plans and specifications for said overhead crossing and for such other purpose or purposes and for making such other orders as it may deem necessary.

By order of the commission this 18th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 643.

Alton & Mississippi River Belt Railway and Transportation Co.

v.

Illinois Transfer Railroad Co.

In the matter of the petition of the Alton & Mississippi River Belt Ry. & Transportation Co. to cross overhead right-of-way of the Illinois Transfer R. R. Co. at a point on this railroad 490 feet, more or less, southeasterly from Lower Cahokia or Columbia Road in lot No. 121, Commonfields of Cahokia, St. Clair County, Ill.

The petitioner, the Alton & Mississippi River Belt Railway & Transportation Company, is a corporation organized and existing under and by virtue of the laws of the State of Illinois and incorporated for the purpose of constructing a railroad from a point in the county of St. Clair, State of Illinois, on the eastern inner Harbor Line of the Mississippi River as established by the War Department in 1903 opposite the city of St. Louis, to a point in the city of Alton in the county of Madison, State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given to the defendant, as required by law, and that the respondent road has filed an answer herein, and that all parties in interest are properly before the commission, and that the commission has jurisdiction both of the subject matter and of all the parties in interest.

And the commission having viewed the premises at the point of crossing as shown by the petition and examined the same with regard to the safety of life and property, and also with regard to the necessity, therefor, and the commission having heard the testimony and arguments of the counsel and being fully advised in the premises, and it appearing to the commission that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at such point:

It is therefore ordered, adjudged and decreed that the prayer of the petition be and the same is hereby granted.

It is further ordered, adjudged and decreed that the said Alton & Mississippi River Belt Railway & Transportation Co. be and they are hereby authorized to cross the respondent's right-of-way and tracks (the right-of-way having been first obtained as required by law), namely, the Illinois

Transfer R. R. Co. at a point on its railroad four hundred ninety (490) feet more or less southeasterly from the Lower Cahokia or Columbia Road in lot No. 121, Commonfield of Cahokia, St. Clair County, Ill. The exact point of crossing is fully described in a blue-print which is attached to the petition herein, and is hereto referred to for exactness as to the point of said crossing, and for that purpose made a part of this order.

It is further ordered that the said petitioner present to this commission plans and specifications for such overhead crossing, showing particularly the clearances made therein, and that it also furnish to the respondent road a copy of such plans for such overhead crossing for their examination, and under the issues herein the commission reserve the right to hear further testimony upon the clearances in relation to such overhead crossings, unless the parties herein agree upon such plans when so submitted.

It is further ordered that the secretary of this commission present to the petitioner herein a bill for \$30.00, the expense of said commission in viewing said crossing.

The commission hereby reserves full jurisdiction of the subject matter and the parties herein for the purpose of making any further orders it may desire in this matter before finally disposing of the same.

By order of the commission this 18th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 645.

Alton & Mississippi River Belt Railway and Transportation Co.

v.

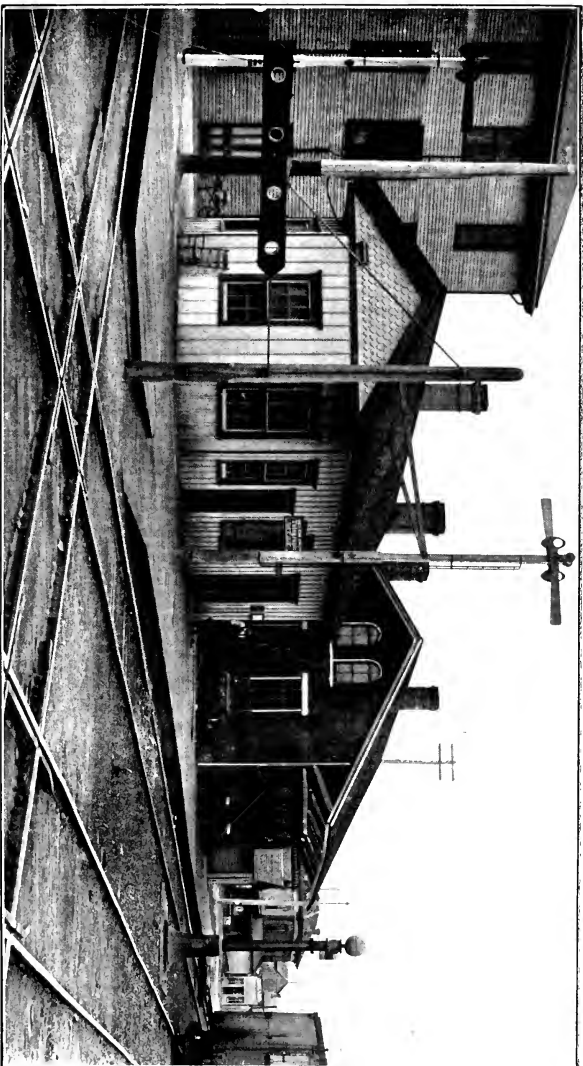
St. Louis, Iron Mountain & Southern Railway Co.

In the matter of the petition of the Alton & Miss. River B. Ry. & Tr. Co. for leave to cross overhead the right-of-way and tracks of the St. L. Iron Mt. & So. Ry. on a point on its road 100 feet in a south-westerly direction from the northeast boundary line of lot No. 118 of the Commonfields of Cahokia, St. Clair County, State of Illinois.

The petitioner, the Alton & Mississippi River Belt Ry. & Transportation Co. is a corporation organized and existing under and by virtue of the laws of the State of Illinois for the purpose of constructing a railroad from a point in the county of St. Clair, Ill., on the eastern inner belt of the Mississippi River as established by the War Department in 1903, opposite the city of St. Louis, Mo. to a point in the city of Alton in the county of Madison, State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and due notice of the filing of the same has been given to the defendant as required by law, and that all of the parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all the parties in interest, and the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing to the commission that such crossing at said point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at such point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be and the same is hereby granted.



Illinois Central & Vandalia R. R.'s Passenger House and Telegraph Office, Vandalia, Ill.

It is further ordered that the said Alton & Mississippi River Belt Ry. & Transportation Co. be and they are hereby authorized to cross the defendant's right-of-way and tracks (the right-of-way having been first obtained as required by law) namely, the St. Louis, Iron Mountain & Southern Ry. Co. at a point on its railroad one hundred (100) feet southwesterly from the northeast boundary line of Lot No. 118 of the Commonfields of Cahokia, county of St. Clair, State of Illinois, which crossing is accurately described in a blue print or plat attached to said petition; which plat is hereby referred to for certainty in relation to the location of said crossing.

It is further ordered that the said petitioner herein prepare and submit to this commission for their examination and approval plans and specifications for such overhead crossings and that it also submit a copy thereof to the respondent road for their examination, and that said overhead crossing shall not be constructed by said petitioner until such plans and specifications are approved by this commission.

It is further ordered that the secretary of this commission present to the petitioner herein bill for \$30.00, being the expense of this commission for viewing said crossing.

The commission hereby retains full jurisdiction of both subject matter and the parties hereto, for the purpose of making any further orders in relation to this matter that may become necessary.

By order of the commission, this 18th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 651.

Alton & Mississippi River Belt Railway and Transportation Co.

v.

East St. Louis & Suburban Railway Co.

In the matter of the petition of the Alton & Miss. R. Belt Ry. & Transp. Co. for leave to cross underneath the right-of-way and tracks of the East St. Louis & Sub. Ry. Co. at a point in said railway 700 feet more or less south- & Sub. Ry. Co. at a point in said railway 700 feet more or less south-easterly from the west section line of section 7, township 1 north, range 8 west, St. Clair County, Ill

The petitioner, the Alton & Mississippi River Belt Railway & Transportation Company is a corporation organized and existing under and by virtue of the laws of the State of Illinois, and was incorporated for the purpose of constructing a railroad from a point in the county of St. Clair on the eastern inner Harbor Line of the Mississippi River as established by the War Department in 1903, opposite the city of St. Louis, Mo., to a point in the city of Alton in the county of Madison, State of Illinois.

It appearing to the commission the petition herein has been regularly filed in due time with the secretary of this commission and that due notice of the filing of the same has been given to the respondent road, as required by law, and that said respondent road has filed an answer herein, and that all parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all the parties in interest, and the commission having viewed the premises at the point of crossing as shown by the petition, and examined same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it further appearing that such

underneath crossing or subway at such point will not unnecessarily impede or endanger the travel or transportation upon such railroad so crossed by the petitioner at such point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be and the same is hereby granted.

And it is further ordered that the said Alton & Mississippi River Belt Railway & Transportation Company be and the same is hereby authorized to cross underneath the right-of-way and tracks of the respondent road (such right-of-way having been first obtained as required by law) namely, the East St. Louis & Suburban Railroad Company, at a point in its railway seven hundred (700) feet more or less southeasterly from the west section line of section 7, township 1 north, range 8 west, in the county of St. Clair, State of Illinois, which crossing is more fully and particularly described upon a blue print or plat attached to said petition, which is hereto referred to for the exact location of said crossing.

It is further ordered by the commission that the said petitioner prepare and submit to this commission for its examination and approval, and to the respondent road for their examination, plans and specifications for such underneath crossing, and such underneath crossing shall not be constructed by said petitioner until such plans and specifications are approved by this commission.

It is further ordered that the secretary of this commission present to the petitioner herein a bill for \$30.00, the expense of said commission in viewing such crossing.

The commission hereby reserves full jurisdiction of the subject matter and the parties hereto for the purpose of making any further orders that may be necessary.

By order of the commission, this 18th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 657.

Alton & Mississippi River Belt Railway and Transportation Co.
v.

Illinois Central Railroad Co.

In the matter of the petition of the Alton & Mississippi River Belt Railway and Transportation Co. for leave to cross overhead the right-of-way and tracks of the Illinois Central R. R. Co. at a point in its railroad (west bound tracks) 1560 feet, more or less, westerly along said track from the east line of section 9, township 1, north, range 9, west, in St. Clair County, Ill.

The petitioner herein, the Alton & Mississippi River Belt Railway and Transportation Company is a corporation organized and existing under and by virtue of the laws of the State of Illinois, and incorporated for the purpose of constructing a railroad from a point in the county of St. Clair on the eastern inner harbor line of the Mississippi River as established by the war department in 1903 opposite the city of St. Louis, Mo., to a point in the city of Alton, county of Madison, State of Illinois.

And it appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that due notice of the filing of the same has been given to the respondent road, as required by law, and that all of the parties in interest are properly before the commission, and the commission has jurisdiction of the subject matter and of all the parties in interest, and the commission having viewed

said premises at the point of such crossings as shown by the petition and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing to the commission that such crossing at said point will not unnecessarily impede or endanger the travel or transportation of said railroad so crossed by the petitioner at such point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be and the same is hereby granted.

It is further ordered that the said Alton & Mississippi River Belt Railway and Transportation Company be and they are hereby authorized to cross overhead the respondent road (the right-of-way having first been obtained, as required by law) namely the Illinois Central Railroad Company, at a point in its railroad (west bound tracks) 1560 feet, more or less, westerly along said track from the east line of section 9, township 1 north, range 9 west, St. Clair County, Ill., and it is more fully described in a blue print or plat attached to said petition which particularly describes such crossing, reference to which is hereto made.

It is further ordered by the commission that the said petitioner prepare plans and specifications for such overhead crossings and present same to this commission for examination and approval and to the respondent road for examination, and that such overhead crossing shall not be constructed until such plans and specifications are approved by this commission.

It is further ordered that the secretary of this commission present to the petitioner herein a bill for \$30.00, the expense of said commission in viewing such crossing.

The commission hereby retains full jurisdiction of the subject matter, and the parties hereto for the purpose of making such further order as may be necessary.

By order of the commission this 18th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 658.

Alton & Mississippi River Belt Railway and Transportation Co.

v.

St. Louis, Belleville & Southern Railway Co.

Illinois Central Railroad Co.

In the matter of the petition of the Alton & Mississippi River Belt Ry. & Transportation Co. for leave to cross overhead the right-of-way and tracks of the St. Louis, Belleville & Southern Ry. Co., now the Illinois Central R. R. Co., at a point in its railroad (east bound tracks) 2270 feet, more or less northwesterly along the said track from the east line of section 9, township 1 north, range 9 west, St. Clair County, Ill.

The petitioner, the Alton & Mississippi River Belt Railway & Transportation Company is a corporation organized and existing under the laws of the State of Illinois and doing business by virtue thereof, and incorporated for the purpose of constructing a railroad from a point in the County of St. Clair on the eastern inner harbor line of the Mississippi River as established by the war department in 1903, opposite the city of St. Louis, Mo., to a point in the city of Alton, County of Madison, State of Illinois.

It appearing to the commission that the petition herein has been regularly filed with the secretary of this commission in due time and that due

notice of the filing of such petition has been given to the respondent road as required by law, and that all of the parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all of the parties in interest; and the commission having viewed the premises at the point of such crossing as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon railroad so crossed by the petitioner at such point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be and the same is hereby granted.

It is further ordered that the said Alton & Mississippi River Belt Ry. & Transportation Company be and the same is hereby authorized to cross the respondent road overhead (the right-of-way having been first obtained by law) namely the St. Louis, Belleville & Southern Ry. Co., now the Illinois Central Railroad Company, at a point in its railroad (east bound tracks) 2,270 feet, more or less northwesterly along said track from the east line of section 9, township 1 north, range 9 west, St. Clair County, Illinois, and which crossing is more fully described in a blue print or plat attached to said petition, reference to said plat being hereby made for particular description of such crossing.

It is further ordered that the said petitioner herein present this commission plans and specifications for such overhead crossing, for their examination and approval, and that a copy thereof be presented to the respondent road for their examination, and that said overhead crossing shall not be constructed until such plans and specifications herein referred to have been approved by the commission.

It is further ordered that the secretary of this commission present a bill to the petitioner herein for the expense of the commission in viewing such crossing.

The commission hereby reserves jurisdiction of the subject matter and of the parties in interest for the purpose of making further orders that may be necessary.

By order of the commission, this 18th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 659.

Alton & Mississippi River Belt Railway and Transportation Co.
v.

Louisville & Nashville Railroad Co.

In the matter of the petition of the Alton & Mississippi River Belt Ry. & Transportation Co. for leave to cross overhead the Louisville & Nashville R. R. Co. at a point in its railway 1,160 feet southeasterly from the north and south center line of section 8, township 1 north, range 8 west, St. Clair County, Ill.

The petitioner, the Alton & Mississippi River Belt Ry. & Transportation Company is a corporation organized and existing under and by virtue of the laws of the State of Illinois for the purpose of constructing a railroad from a point in the county of St. Clair, State of Illinois, on the eastern inner harbor line of the Mississippi River as established by the War Department in 1903, opposite the city of St. Louis, Mo., to a point in the city of Alton in the county of Madison, State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission and that due notice of the filing of the same has been given to the respondent road as required by law, and that all of the parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all of the parties in interest; and the commission having viewed the premises at the point of such crossing as shown by the petition, and examined the same with regard to the safety of life and property, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such overhead crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner at such point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be and the same is hereby granted.

It is further ordered that the said Alton & Mississippi River Belt Ry. and Transportation Company be and the same is hereby authorized to cross overhead the respondent road (the right-of-way having been first obtained, as required by law) namely the Louisville & Nashville Railroad Company, at a point in its railway 1,160 feet southeasterly from the north and south center line of section 8, township 1 north, range 8 west, in the county of St. Clair, State of Illinois, which crossing is fully and accurately described in a blue print or plat attached to the petition, reference to such plat is hereby made for exact location of said crossing.

It is further ordered that the said petitioner prepare and present to this commission plans and specifications for such overhead crossings for their examination and approval, and that a copy thereof be furnished the respondent road for their examination.

It is further ordered that said overhead crossing shall not be constructed until such plans and specifications are approved by this commission.

It is further ordered that the secretary of this commission present to the petitioner herein a bill for \$30.00, being the expense of said commission in viewing such crossing.

The commission reserves full jurisdiction of the parties and subject matter hereto for the purpose of making further orders they may deem necessary herein.

By order of the commission, this 18th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 617.

East St. Louis Belt Railroad Company

v.

St. Louis, Troy & Eastern Railroad Company.

In the matter of the petition of the East St. Louis Belt Railroad Company for leave to cross with double track at grade the right-of-way and tracks of the St. Louis, Troy & Eastern Railroad Company in Madison County, Ill.

The petitioner, the East St. Louis Belt Railroad Company, is a corporation organized and existing under and by virtue of the laws of the State of Illinois for the purpose of building and operating a railroad from Madison, in the county of Madison, State of Illinois, to a point on the Mississippi River in the county of St. Clair.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission and due notice of

the filing of the same has been given to the defendant, as required by law, and that all of the parties in interest are properly before the commission both by service and personal appearance, and that the commission has jurisdiction of the subject matter, and of all the parties in interest, and the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing to the commission that such crossing at such point will not unnecessarily impede or endanger travel or transportation upon said railroad so crossed by the petitioner at such point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be and the same is hereby granted.

It is further ordered that the said East St. Louis Belt Railway Company be and they are hereby authorized to cross at grade with a double track the right-of-way and tracks (the right-of-way having been first obtained as required by law), namely, the St. Louis, Troy & Eastern Railroad Company, at a point on its railroad near the dividing line of Madison and St. Clair counties, in the State of Illinois, fully and particularly described by the plat or blue-print attached to said petition, and referred to herein for certainty as to the location of said crossing.

It is further ordered by the commission that before crossing the said St. Louis, Troy & Eastern Railroad Company, the East St. Louis Belt Railroad Company shall install an interlocker of approved design at said crossing; the plans for said interlocker shall be prepared and submitted to the defendant company for their examination, and to this commission for their examination and approval before the same is installed, and when properly approved by the commission, the same shall be installed, and when installed according to the plans and specifications so approved by the commission, report thereof shall be made to this commission.

It is further ordered that the secretary of this commission present to the petitioner a bill for \$30.00, as the expense of the commission for viewing said crossing.

The commission retains full jurisdiction of the subject matter and the parties hereto for the purpose of making any further orders that may be necessary herein.

By order of the commission this 20th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 670.

East St. Louis Belt Railroad Co.

v.

Toledo, St. Louis & Western Railroad Co.

In the matter of the petition of the East St. Louis Belt Railroad Company for leave to cross at grade the right-of-way and track of the Toledo, St. Louis & Western Railroad, in St. Clair County, Ill

The petitioner, the East St. Louis Belt R. R. Co. is a corporation organized and existing under and by virtue of the laws of the State of Illinois for the purpose of building and operating a railroad from Madison, in the county of Madison, State of Illinois to a point on the Mississippi River in the county of St. Clair.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission and due notice of the filing of the same has been given to the defendant, as required by law, and

that all of the parties in interest are properly before the commission both by service and personal appearance, and that the commission has jurisdiction of the subject matter, and of all the parties in interest, and the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the safety of life and property and also with regard to the necessity thereof, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing to the commission that such crossing at such point will not unnecessarily impede or endanger travel or transportation upon said railroad so crossed by the petitioner at such point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be and the same is hereby granted.

It is further ordered that the East St. Louis Belt Railroad Company be and they are hereby authorized to cross at grade with a double track the right-of-way and tracks (the right-of-way having been first obtained as required by law), namely the Toledo, St. Louis & Western Railroad Company at a point on its railroad within the county of St. Claire, about twentyfive (25) feet south of the county line between the counties of St. Clair and Madison, which crossing is fully described in a blue print or plat attached to the petition herein, and made a part of this order for the purpose of fixing the exact location of said crossing.

It is further ordered by the commission that before crossing the said Toledo, St. Louis & Western Railroad Company, the East St. Louis Belt Railroad Company shall install an interlocker of approved design at said crossing; the plans for said interlocker shall be prepared and submitted to the defendant company for their examination, and to this commission for their examination and approval before the same is installed, and when properly approved by the commission, the same shall be installed, and when installed according to the plans and specifications so approved by the commission report thereof shall be made to this commission.

It appearing to the commission that the respective parties hereto have entered into a contract in relation to said crossing or installation of interlockers and the expense therefor, together with the maintenance thereof, said contract is hereby approved so far as it is in harmony with this order, and for no other purpose, and the commission makes no order in relation to the several matters of expense referred to in said contract.

It is further ordered that the secretary of this commission present to the petitioner a bill for \$30.00, as the expense of the commission for viewing said crossing.

The commission retains full jurisdiction of the subject matter and the parties hereto for the purpose of making any further orders that may be necessary herein.

By order of the commission this 20th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 671.

East St. Louis Belt Railroad Company

v.

Chicago, Peoria & St. Louis Railway Company.

In the matter of the petition of the East St. Louis Belt Railroad Company for leave to cross at grade with double track the right-of-way and tracks of the Chicago, Peoria & St. Louis Railway in Madison County, Ill.

The petitioner, the East St. Louis Belt Railroad Company is a corporation organized and existing under and by virtue of the laws of the State of

Illinois for the purpose of building and operating a railroad from Madison, in the county of Madison, State of Illinois to a point on the Mississippi River in the county of St. Clair.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of the commission and due notice of the filing of the same has been given to the defendant, as required by law, and that all of the parties in interest are properly before the commission, both by service and personal appearance, and that the commission has jurisdiction of the subject matter, and of all the parties in interest, and the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel and being fully advised in the premises, and it appearing to the commission that such crossing at such point will not unnecessarily impede or endanger travel or transportation upon said railroad so crossed by the petitioner at such point.

It is therefore ordered, adjudged and decreed that the prayer of the petition be and the same is hereby granted.

It is further ordered that the said East St. Louis Belt Railroad Company be and they are hereby authorized to cross at grade with a double track the right-of-way and tracks (the right-of-way having been first obtained as required by law), namely, the Chicago, Peoria & St. Louis Railway Company at a point on its railroad within the county of Madison, about two hundred (200) feet north of the county line between St. Clair and Madison counties, which is fully described in a blue print or plat attached to the petition herein, and made a part of this order for the purpose of fixing the exact location of said crossing.

It is further ordered by the commission that before crossing the said Chicago, Peoria & St. Louis Railway Company, the East St. Louis Belt Railroad Company shall install an interlocker of approved design at said crossing; the plans for said interlocker shall be prepared and submitted to the defendant company for their examination, and to this commission for examination and approval before the same is installed, and when properly approved by the commission, the same shall be installed, and when installed according to the plans and specifications so approved by the commission report thereof shall be made to this commission.

It appearing to the commission by the answer herein that the defendant company consent to the crossing herein above described, upon the condition that the order herein require the construction and maintenance, and operation of an interlocking plant for the protection of such crossing, and also that said commission shall apportion the expense of such construction, maintenance and operation of such interlocking plant; it is therefore ordered by the commission that the question of apportionment of the expense of the construction, maintenance and operation of such interlocking plant be and the same is hereby reserved by this commission to be heard and passed upon after said interlocking plant has been installed.

It is therefore ordered that the secretary of this commission present to the petitioner a bill for \$30.00, as the expense of the commission for viewing said crossing.

The commission retains full jurisdiction of the subject matter and the parties hereto for the purpose of making any further orders that may be necessary herein.

By order of the commission, this 20th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 652.

Alton & Mississippi River Belt Railway and Transportation Co.
Petitioner

v.

St. Louis & Belleville Electric Railway Co.
Respondent.

*In the matter of petition to cross by subway at a point in St. Clair County,
Ill.*

The petitioner, the Alton & Mississippi River Belt Railway and Transportation Company, is a corporation organized and existing under the laws of the State of Illinois, for the purpose of constructing a railroad from a point in the county of St. Clair on the eastern inner harbor line of the Mississippi River as established by the War Department in 1903, opposite the city of St. Louis, to a point in Alton in the county of Madison and State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that it is in due form as required by law and the rules of this commission, and that due notice of the filing of the same has been given to the respondent as required by law and the rules of this commission, and that all parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all the parties in interest.

And the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner.

It is therefore ordered, adjudged and decreed by the commission that the prayer of the petition be, and the same is hereby granted.

It is further ordered that the petitioner, the Alton & Mississippi River Belt Railway and Transportation Company be, and the same is hereby authorized to cross underneath, (the right-of-way having first been acquired) the right-of-way and tracks of the respondent road, namely the St. Louis & Belleville Electric Railway Company, (on the Rock road to Belleville), at a point in a strip of land in St. Clair County, State of Illinois, one hundred feet wide, being fifty feet on each side of the center line of the Alton & Mississippi River Belt Railway and Transportation Company as located at a point in the southwest quarter of section seven on the St. Louis & Belleville Electric Railway Company, seven hundred feet more or less southeasterly from the west section line of section seven, township one north, range eight west, containing fifteen hundredths of an acre, which crossing shall be twenty-two feet more or less beneath the Turnpike roadway sixty-six feet wide, having one track of the St. Louis & Belleville Electric Railway Company on each side thereof, such crossing being more fully and particularly described by the plat or blue print attached to said petition, and referred to herein for certainty as to location of said crossing.

It is further ordered that the said petitioner shall present to this commission for its examination and approval, plans and specifications for said underneath crossing, and that said petitioner also furnish to the respondent road a copy of said plans and specifications for examination; and that said petitioner also furnish to the respondent road a copy of said plans and specifications for examination; and that said underneath crossing shall not be constructed until such plans and specifications have been presented and approved by this commission.

It is further ordered, adjudged and decreed by the commission that the secretary of this commission present to the petitioner herein a bill for \$30.00, being the expense of such commission in viewing said crossing.

The commission retains jurisdiction of the subject matter and the parties hereto for the purpose of making any further order that may be necessary herein.

By order of the commission this 23d day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 654.

Alton & Mississippi River Belt Railway and Transportation Co., Petitioner
v.

Southern Railway Company, Respondent.

In the matter of petition to cross overhead at a point in St. Clair County, Ill.

The petitioner, the Alton & Mississippi River Belt Railway and Transportation Company, is a corporation organized and existing under the laws of the State of Illinois, for the purpose of constructing a railroad from a point in the county of St. Clair on the eastern inner harbor line of the Mississippi River as established by the War Department in 1903, opposite the city of St. Louis, to a point in Alton in the county of Madison and State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that it is in due form as required by law and the rules of this commission, and that due notice of the filing of the same has been given to the respondent as required by law and the rules of this commission, and that all parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all of the parties in interest.

And the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner.

It is therefore ordered, adjudged and decreed by the commission that the prayer of the petition be, and the same is hereby granted.

It is further ordered that the petitioner, the Alton & Mississippi River Belt Railway and Transportation Company be, and the same is hereby authorized to cross overhead (the right-of-way having first been obtained), the right-of-way and tracks of the respondent road, namely the Southern Railway Company, at a point on its railway thirteen hundred and fifty feet more or less southwesterly along said track, from the east line of section nine, township one, north range nine west, St. Clair County, State of Illinois, such crossing being more fully and particularly described by the plat or blue print attached to said petition, and referred to herein for certainty as to location of said crossing.

It is further ordered that the said petitioner submit to this commission plans and specifications for such overhead structure, and that such plans be prepared in such a manner that said overhead crossing, when constructed will be suitable and proper for the operation of a double track railroad by the respondent at this point; said plans and specifications to be submitted to this commission for its examination and approval, and copy thereof to

be submitted to the respondent road for examination; and that said overhead crossing shall not be constructed until such plans and specifications are approved by this commission.

It is further ordered, adjudged and decreed by the commission that the secretary of this commission present to the petitioner herein a bill for \$30.00, being the expense of such commission in viewing said crossing.

The commission retains jurisdiction of the subject matter and the parties hereto for the purpose of making any further order that may be necessary herein.

By order of the commission, this 23d day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 655.

Alton & Mississippi River Belt Railway & Transportation Co., Petitioner,

v.

Southern Railway Company, Respondent.

In the matter of petition to cross overhead at a point in St. Clair County, Ill.

The petitioner, the Alton & Mississippi River Belt Railway & Transportation Company, is a corporation organized and existing under the laws of the State of Illinois, for the purpose of constructing a railroad from a point in the county of St. Clair, on the Eastern Inner Harbor Line of the Mississippi River, as established by the War Department in 1903, opposite the city of St. Louis, to a point in Alton, in the county of Madison and State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that it is in due form as required by law and the rules of this commission, and that due notice of the filing of the same has been given to the respondent as required by law and the rules of this commission, and that all parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all of the parties in interest.

And the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner.

It is therefore ordered, adjudged and decreed by the commission that the prayer of the petition be, and the same is hereby, granted.

It is further ordered that the petitioner, the Alton & Mississippi River Belt Railway & Transportation Company be, and the same is hereby, authorized to cross overhead (the right-of-way having first been obtained), the right-of-way and tracks of the respondent road, namely, the Southern Railway Company, at a point in its railway four hundred and fifty feet easterly from the north and south center line of section eleven, township one north, range nine west, county of St. Clair and State of Illinois, such crossing being more fully and particularly described by the plat or blue-print attached to said petition, and referred to herein for certainty as to location of said crossing.

It is further ordered that the said petitioner submit to this commission plans and specifications for such overhead structure, and that such plans be prepared in such a manner that said overhead crossing, when constructed,

will be suitable and proper for the operation of a double track railroad by the respondent at this point; said plans and specifications to be submitted to this commission for its examination and approval, and copy thereof to be submitted to the respondent road for examination; and that said overhead crossing shall not be constructed until such plans and specifications are approved by this commission.

It is further ordered, adjudged and decreed by the commission that the secretary of this commission present to the petitioner herein a bill for \$30.00, being the expense of such commission in viewing said crossing.

The commission retains jurisdiction of the subject matter and the parties hereto for the purpose of making any further order that may be necessary herein.

By order of the commission this 23d day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 656.

Alton & Mississippi River Belt Railway and Transportation Co., Petitioner.
v.
Southern Railway Company, Respondent.

In the matter of petition to cross underneath at a point in St. Clair County, Illinois.

The petitioner, the Alton & Mississippi River Belt Railway and Transportation Company, is a corporation organized and existing under the laws of the State of Illinois, for the purpose of constructing a railroad from a point in the county of St. Clair, on the eastern inner harbor line of the Mississippi River, as established by the war department in 1903, opposite the city of St. Louis, to a point in Alton, in the county of Madison, and State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that it is in due form as required by law and the rules of this commission, and that due notice of the filing of the same has been given to the respondent as required by law and the rules of this commission, and that all parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all of the parties in interest.

And the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner.

It is therefore ordered, adjudged and decreed by the commission that the prayer of the petition be, and the same is hereby granted.

It is further ordered that the petitioner, the Alton & Mississippi River Belt Railway and Transportation Company be, and the same is hereby authorized to cross underneath or by subway (the right-of-way having first been obtained), the right-of-way and tracks of the respondent road, namely the Southern Railway Company, at a point on its railway eight hundred feet southeasterly from the west section line of section seven, township one, north range eight west, county of St. Clair and State of Illinois, such crossing being more fully and particularly described by the plat or blue print attached to said petition, and referred to herein for certainty as to location of said crossing.

It is further ordered that the said petitioner submit to this commission plans and specifications for such underneath crossing or subway, and that such plans be prepared in such a manner that said underneath crossing or subway, when constructed, will be suitable and proper for the operation of a double track railroad by the respondent at this point; said plans and specifications to be submitted to this commission for its examination and approval, and copy thereof to be submitted to the respondent road for examination; and that said underneath crossing or subway shall not be constructed until such plans and specifications are approved by this commission.

It is further ordered, adjudged and decreed by the commission that the secretary of this commission present to the petitioner herein a bill for \$30.00, being the expense of such commission in viewing said crossing.

The commission retains jurisdiction of the subject matter and the parties hereto for the purpose of making any further order that may be necessary herein.

By order of the commission this 23d day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 664.

The Woodstock & Sycamore Traction Company, Petitioner,
v.

The Elgin & Belvidere Electric Company, Respondent.

*In the matter of petition to cross at grade at Prairie and State sts.,
Marengo, Ill.*

The petitioner, The Woodstock & Sycamore Traction Company, is a corporation organized and existing under the laws of the State of Illinois, and is engaged in the construction of a railroad, from the city of Sycamore, county of DeKalb and State of Illinois, to the city of Woodstock, county of McHenry and State of Illinois, passing through on said route, the city of Marengo, in the county of McHenry and State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that it is in due form as required by law and the rules of this commission, and that due notice of the filing of the same has been given to the respondent as required by law and the rules of this commission, and that all parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all of the parties in interest.

And the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner.

It is therefore ordered, adjudged and decreed by the commission that the prayer of the petition be, and the same is hereby granted.

It is further ordered that the petitioner, the Woodstock & Sycamore Traction Company be, and the same is hereby authorized to cross at grade (the right-of-way having first been obtained), the right-of-way and tracks of the respondent road, namely, the Elgin & Belvidere Electric Company, at the south intersection of State st. and Prairie st., in the city of Marengo, county

of McHenry and State of Illinois, such crossing being more fully and particularly described by the plat or blue print attached to said petition, and referred to herein for certainty as to location of said crossing.

It appearing to the commission that the respective parties herein have entered into a contract in relation to the expense of the installation of such crossing and maintenance thereof, and, also for the proper division of expense of installation, maintenance and operation of any and all devices or equipment for protection that might be ordered by this commission, the commission at this time makes no order in relation thereto, and approves such contract so far as it is in harmony with this order.

It is further ordered, adjudged and decreed by the commission that the secretary of this commission present to the petitioner herein a bill for \$30.00, being the expense of such commission in viewing said crossing.

The commission retains jurisdiction of the subject matter and the parties hereto for the purpose of making any further order that may be necessary herein.

By order of the commission, this 23d day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 665.

East St. Louis Railway Company, Petitioner,

v.

Illinois Transfer Railroad Company, Respondent.

*In the matter of petition to cross at grade on Broadway in the city of
East St. Louis, Ill.*

The petitioner, the East St. Louis Railway Company, is a corporation organized and existing under the laws of the State of Illinois, and duly authorized as such to construct and operate a street railway upon the streets and public places in the city of East St. Louis, county of St. Clair and State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that it is in due form as required by law and the rules of this commission, and that due notice of the filing of the same has been given to the respondent as required by law and the rules of this commission, and that all parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all of the parties in interest.

And the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner:

It is therefore ordered, adjudged and decreed by the commission that the prayer of the petition be, and the same is hereby, granted.

It is further ordered that the petitioner, the East St. Louis Railway Company be, and the same is hereby, authorized to cross at grade (the right-of-way having first been obtained), the right-of-way and tracks of the respondent road, namely, the Illinois Transfer Railroad Company, at a point on Broadway at or about Twenty-first st. in the city of East St. Louis, county of St. Clair, and State of Illinois, such crossing being more fully and particularly described by the plat or blue-print attached to said petition, and referred to herein for certainty as to location of said crossing.

It appearing to the commission that the respective parties herein have entered into a contract in relation to the expense of the installation of such crossing and maintenance thereof, the commission at this time makes no order in relation thereto, and approves such contract so far as it is in harmony with this order.

It is further ordered, adjudged and decreed by the commission that the petitioner in making such crossing shall erect and maintain its trolley wires in accordance with the rules and regulations of this commission, and it shall at such crossing protect the trolley by installing proper trolley guards.

It is further ordered, adjudged and decreed by the commission that the secretary of this commission present to the petitioner herein a bill for \$30.00, being the expense of such commission in viewing said crossing.

The commission retains jurisdiction of the subject matter and the parties hereto for the purpose of making any further order that may be necessary herein.

By order of the commission this 23d day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 666.

East St. Louis Railway Company, Petitioner,

v.

Southern Railway Company, Respondent.

In the matter of petition to cross at grade on Broadway in city of East St. Louis, Ill.

The petitioner, the East St. Louis Railway Company, is a corporation organized and existing under the laws of the State of Illinois, and duly authorized as such to construct and operate a street railway upon the streets and public places in the city of East St. Louis, county of St. Clair and State of Illinois.

It appearing to the commission that the petition here has been regularly filed in due time with the secretary of this commission, and that it is in due form as required by law and the rules of this commission, and that due notice of the filing of the same has been given to the respondent as required by law and the rules of this commission, and that all parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all of the parties in interest.

And the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner.

It is therefore ordered, adjudged and decreed by the commission that the prayer of the petition be, and the same is hereby granted.

It is further ordered that the petitioner, the East St. Louis Railway Company be, and the same is hereby authorized to cross at grade, (the right-of-way having first been obtained) the right of way and tracks of the respondent road, namely the Southern Railway Company, at a point on Broadway at or about Twentieth st., in the city of East St. Louis, county of St. Clair and State of Illinois, such crossing being more fully and particularly described by the plat or blue print attached to said petition, and referred to herein for certainty as to location of said crossing.

It appearing to the commission that the respective parties herein have entered into a contract in relation to the expense of the installation of such

crossing and maintenance thereof, the commission at this time makes no order in relation thereto, and approves such contract so far as it is in harmony with this order.

It is further ordered, adjudged and decreed by the commission that the petitioner in making such crossing, shall erect and maintain its trolley wires in accordance with the rules and regulations of this commission, and it shall at such crossing protect the trolley by installing proper trolley guards.

It is further ordered, adjudged and decreed by the commission that the secretary of this commission present to the petitioner herein a bill for \$30.00, being the expense of such commission in viewing said crossing.

The commission retains jurisdiction of the subject matter and the parties hereto for the purpose of making any further order that may be necessary herein.

By order of the commission this 23d day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 669.

Rock Island Southern Railroad Company, Petitioner,

v.

People's Traction Company, Respondent.

In the matter of petition to cross overhead near Galesburg, Ill.

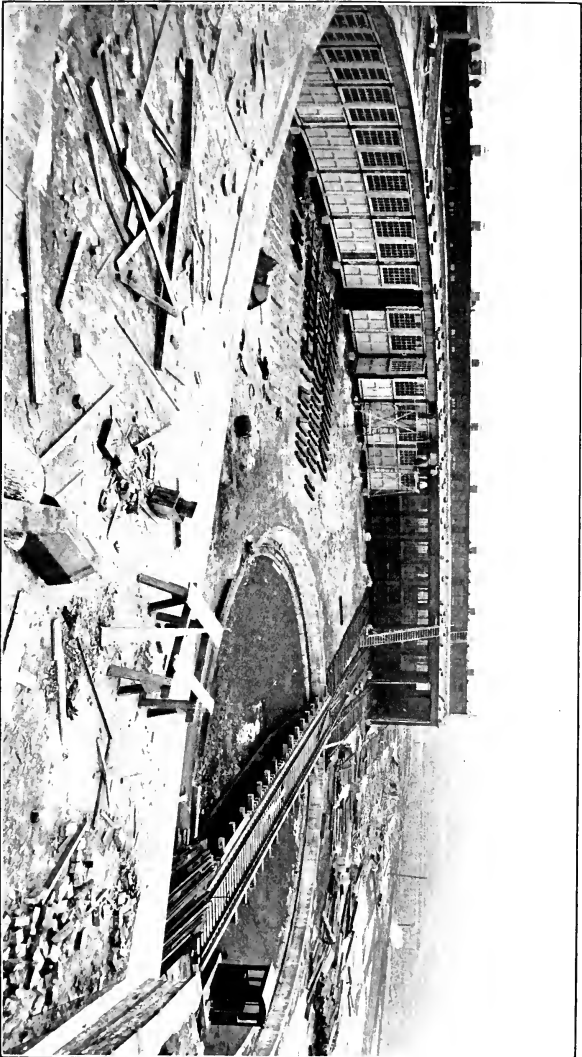
The petitioner, the Rock Island Southern Railroad Company, is a corporation organized and existing under the laws of the State of Illinois, and duly authorized as such to construct and operate a railroad from Monmouth in the county of Warren to a point in Galesburg, county of Knox and State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that it is in due form as required by law and the rules of this commission, and that due notice of the filing of the same has been given to the respondent as required by law and the rules of this commission, and that all parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all of the parties in interest.

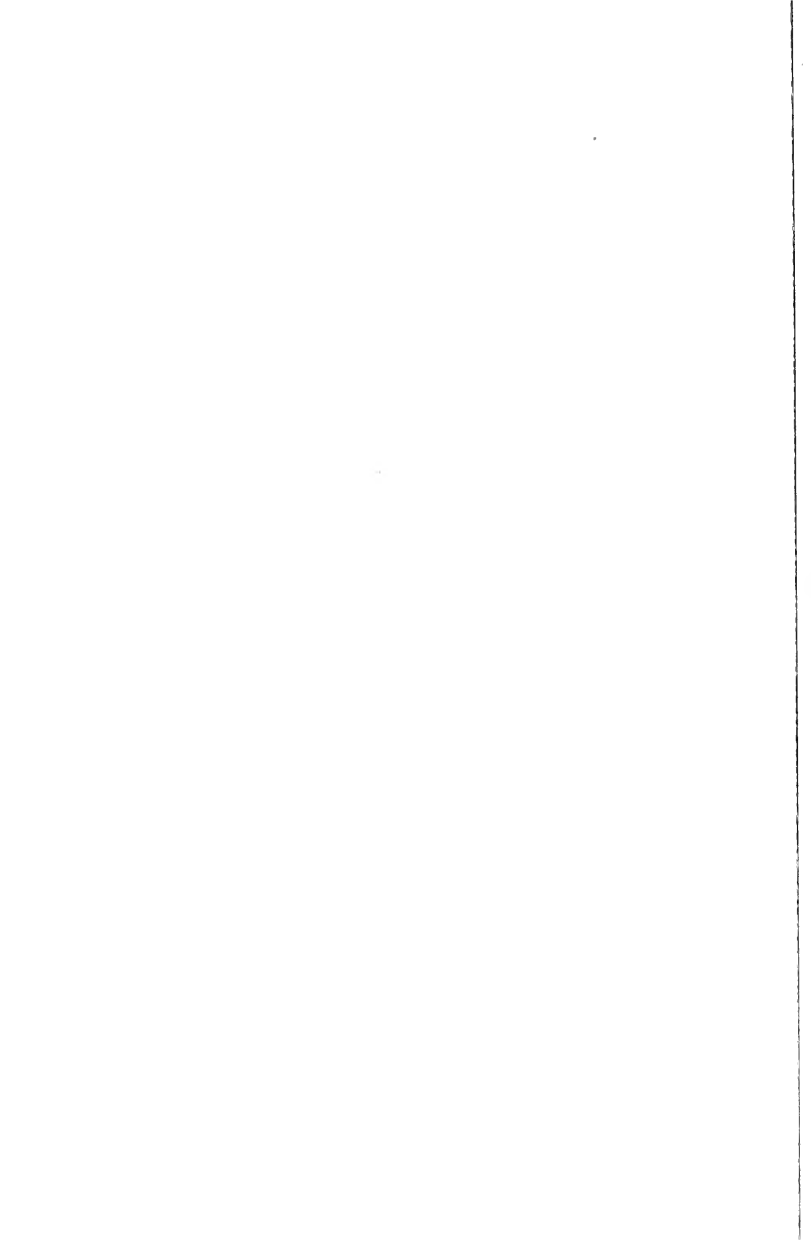
And the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner.

It is therefore ordered, adjudged and decreed by the commission that the prayer of the petition be, and the same is hereby granted.

It is further ordered that the petitioner, the Rock Island Southern Railroad Company be, and the same is hereby authorized to cross overhead (the right-of-way having first been obtained), the tracks of the respondent road, namely the People's Traction Company on the public highway, at a point over its track paralleling a similar crossing overhead of the Chicago, Burlington & Quincy Railroad Company over the People's Traction Company, located about two miles west of Galesburg, Ill., known as the viaduct crossing, the details of which are fully shown by photograph thereof, attached to said petition and herein referred to for full description of said crossing.



Illinois Central R. R. New Round House and Turn Table, Champaign, Ill.



It appearing to the commission that plans for such overhead crossing have been submitted to the commission and examined and approved by the consulting engineer of said commission, it is further ordered that such overhead structure be constructed in accordance with said plans.

It is further ordered, adjudged and decreed by the commission that the secretary of this commission present to the petitioner herein a bill of \$30.00, being the expense of such commission in viewing said crossing.

The commission retains jurisdiction of the subject matter and the parties hereto for the purpose of making any further order that may be necessary herein.

By order of the commission this 28th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 626.

St. Louis, Peoria & Northwestern Railway Company

v.

Chicago & Alton Railroad Company

No. 627.

Chicago & Alton Railroad Company

No. 628.

Wabash Railroad Company

No. 629.

Baltimore & Ohio Southwestern Railroad Company

No. 631.

Iowa Central Railway Company

No. 634.

Chicago, Burlington & Quincy Railroad Company

No. 635.

Chicago & Alton Railroad Company

No. 636.

St. Louis, Springfield & Peoria Railroad Company

No. 637.

Chicago, Burlington & Quincy Railroad Company

No. 638.

Chicago, Peoria & St. Louis Railway Company of Illinois

No. 639.

Chicago, Peoria & St. Louis Railway Company of Illinois

In the matter of approval of plans covering certain overhead and subway or underneath crossings.

Now on this day comes the St. Louis, Peoria & Northwestern Railway Company and files with this commission detailed plans for the erection of overhead and subway or underneath crossings as follows, same being set forth in the various petitions and plats attached thereto:

No. 626. Underneath crossing near Mason City, Ill., covered by blue prints Nos. 10706 and 10695.

No. 627. Overhead crossing near Cockrell, Ill., covered by blue prints Nos. 10580 and 10715.

No. 628. Overhead crossing near Curran, Ill., covered by blue prints Nos. 10641, 10642 and 10743.

No. 629. Overhead crossing near Springfield, Ill., covered by blue prints Nos. 10763 and 10801.

No. 631. Overhead crossing near Peoria, Ill., covered by blue prints Nos. 10552, 10553, 10554, 10659, 10714, 10724 and 10726.

No. 634. Overhead crossing near Peoria, Ill., covered by blue prints Nos. 10552, 10554, 10714, 10726, 10724 and 10659.

No. 635. Overhead crossing near Girard, Ill., covered by blue prints Nos. 10586, 10589, 10769 and 10771.

No. 636. Overhead crossing near Girard, Ill., covered by blue prints Nos. 10586, 10588, 10770 and 10771.

No. 637. Overhead crossing near Virden, Ill., covered by blue prints Nos. 10574 and 10760.

No. 638. Overhead crossing near Curran, Ill., covered by blue prints Nos. 10582 and 10754.

No. 639. Overhead crossing at South Pekin, Ill., covered by blue prints Nos. 10725 and 10736.

And it appearing that the said plans have been examined by the consulting engineer of this commission and approved by him as being proper and sufficient for such overhead and subway or underneath crossings, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed that the said detailed plans, and each of them, be, and the same are hereby approved.

It further appearing to the commission from the contracts filed between the respective parties that the division of costs and maintenance has been agreed upon by the respective parties, no order is made in relation thereto.

By order of the commission this 10th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 648.

Alton & Southern Railway Company

v.

Louisville & Nashville Railroad Company.

Petition for grade crossing.

This is an application by the petitioner, the Alton & Southern Railway Company to construct and operate a railroad with the necessary appurtenances thereto from a point on the easterly banks of the Mississippi river opposite the city of St. Louis, Missouri, and running in an easterly and northeasterly direction to a point in St. Clair county, Illinois, near the northeasterly limits of the city of East St. Louis, Illinois, to be used and operated as a belt railway.

The object and purpose of a belt railway is for the purpose of switching movements, in a large measure, and transferring cars from one railroad to another, and as a rule the movements are slow and well under control, and used entirely for the handling of freight and freight cars.

The petitioner states that in order to construct said railway in accordance with its charter, it is necessary for it to cross the tracks of the Louisville & Nashville Railroad Company at a point about 342 feet east of a switch point

on the Louisville & Nashville Railroad, which switch point is near the dividing line between lots 2 and 3, township 2 north, range 9 west, in St. Clair county, Illinois.

The petitioner represents that in order that it may properly operate its said road when constructed for the transportation of freight and other rights granted by its charter, it can only properly conduct the same by being granted a grade crossing at the above point over the tracks of the Louisville & Nashville Railroad, but alleges that an overhead or subway crossing at this point would be both impractical from an operating standpoint, and also prohibitive as to cost. That is to say the record shows that in order to make this crossing overhead, other railroads and streets nearby said railroad on either side would have to be crossed overhead thereby continuing the overhead crossings, if made over this road, over a number of other roads and streets.

The defendant road in its answer denies that in order to construct and carry forward the purpose for which the road was proposed it must necessarily cross the defendant road at grade; it also denies that to construct an overhead crossing at such point would be so expensive as to be prohibitive, and denies that in order to use said railroad as a belt line for the purpose of connections with different railroads terminating in East St. Louis and St. Louis including the road of the respondent, that it is necessary for it to have a grade crossing, and contests the right and necessity of the petitioner to cross its said right-of-way and tracks at grade, and insists that under the law, and precedents heretofore made by the courts and this commission, a grade crossing should not be allowed; and it was insisted with considerable earnestness that under the language of the Statute authorizing crossings, which says, "provided that such commission shall only grant permission to construct such crossings at such place, and in such manner as will not unnecessarily impede or endanger travel or transportation upon the railroad to be crossed," a grade crossing could not be allowed.

In the first case coming before this commission for decision under the Act of which the past last quoted is a part, the commission says: "From the terms of the above Act, what if anything may we deduce as to the general policy of the State touching this policy on crossings; certainly we cannot from it infer that the law makers intended to abolish grade crossings. Had that been their object it was competent for them to have said so in plain terms. This was not done, but a tribunal was instead designated to pass upon the cases as they arise. From this we must infer that the Legislature believed that there would be some cases where grade crossings would be proper and where over or under crossings would be proper. Each case was left by the Legislature to be decided upon its merits." This commission would have no more right under the Statute to set up a general unailing standard for all future crossings in Illinois, than it would have to enact a law which the Legislature did not think proper to enact for themselves; and this Statute has been construed many times by the commission and the courts as well, that grade crossings under this Act, were permissible, and counsel for the respondent road in this case, is on record before this commission as having filed a very able brief in a previous case, construing the law to be, that the commission had power, notwithstanding that language, to grant a grade crossing.

The objection based upon the danger to travel and transportation upon respondent's lines, which is contended will result from the proposed crossing, raises the question whether such crossing well protected by interlocking plant, will entail an unnecessary danger and delay within the meaning of the Statute. It is the judgment of this commission, as heretofore stated, in other cases, that every crossing, however well protected by interlocking plant, introduces some elements of danger and delay to travel and transportation. The language of the Statute is: that future crossings shall be constructed at such places and in such manner as will not unnecessarily impede or endanger the travel or transportation upon the railway so crossed. The question here, therefore, is not whether there will be some

danger and some delay, but will these crossings if allowed at grade, "unnecessarily impede or endanger travel or transportation," within the sense indicated by the General Assembly.

The language of the Act of May 27, 1889, is that the new line "shall construct a crossing at such place and in such manner as will not unnecessarily impede or endanger the travel or transportation upon the railway so crossed." "Unnecessarily" as defined by Webster, is "without necessity, needlessly, uselessly."

The crossing of petitioner's trains over respondent's tracks in the ordinary way in which trains cross the tracks of another grade would not in the language of the Act without necessity, needlessly, or uselessly impede or endanger the travel or transportation upon the railroads so crossed. The Legislature never contemplated that there would not be some danger at grade crossings. All that it sought to prevent was that the crossing should not without necessity, needlessly or uselessly impede or endanger the travel or transportation upon the railroad crossed. There will be some danger, as there always is, at a grade crossing, yet if the crossing does not without necessity, needlessly or uselessly impede or endanger the travel or transportation upon the road crossed, the commission can grant a grade crossing and their action will be in strict conformity with the terms and provisions of the Act.

We have no doubt, from an examination of the decisions of the commission, as well as decisions of the courts, that this is a proper construction of the Act. The Legislature clearly contemplated that the crossing of the new railway or railroad at grade over the railroad or railway in operation would to some extent both impede and endanger the travel or transportation upon the railway so crossed; but in the language of the Act, if it does not unnecessarily, that is without necessity, uselessly, or needlessly impede or endanger travel or transportation upon the railway so crossed, the commission has a perfect right, under this Act, to authorize the construction of a grade crossing.

The object and purpose of the building of the petitioner's road is to furnish terminal facilities for the various roads entering the city of East St. Louis, and also as appears from the evidence to furnish shipping facilities to large industries already situated, or to be situated along the line of the proposed route of the road in question. In order to carry out these facilities and to furnish the necessary transportation for a city the size of East St. Louis, it is necessary that they be allowed to unite and connect with the roads which they cross and also to cross such roads as may be necessary in order to complete their belt lines. Therefore, under the Statutes of this State it becomes the duty of this commission to permit one railroad to cross another and to unite and connect their tracks in order that shipping facilities may be furnished to each of said roads, and to the public. While this commission re-affirms all it has ever said about separation of grades and grade crossings, we are of the opinion that under the facts in this case the commission are entirely justified in granting a grade crossing, providing, of course, that the same is protected by a modern, up-to-date interlocking plant, which the record in this case shows reduces the danger to the public to a minimum, and also reduces the impeding of transportation to a minimum.

As a rule the commission would have entered an order in this case without any preceding opinion, but in view of the record in this case, and the construction of the Statute insisted upon, we deemed it proper and wise at this time to make this preliminary finding and for the reasons herein given, and under the record in the case which we believe fully justifies us at this time in granting the prayer of the petitioner, an order will be drawn granting the prayer of the petitioner, and a grade crossing allowed with the protection as above indicated.

By order of the commission this 16th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 648.

Alton & Southern Railway Company, Petitioner,
v.

Louisville & Nashville Railroad Company, Respondent.

In the matter of the petition to cross at grade near the dividing line between lots No. 2 and No. 3, township 2 north, range 9 west, in the city of East St. Louis, county of St. Clair, Ill.

The petitioner, the Alton & Southern Railway Company is a corporation organized and existing under the laws of the State of Illinois, and duly authorized as such to construct and operate a railway from a point on the easterly bank of the Mississippi River opposite the city of St. Louis, Mo., and running in an easterly and northeasterly direction to a point in St. Clair County, Ill., near the northeasterly limits of the city of East St. Louis.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that it is in due form as required by law and the rules of this commission, and that due notice of the filing of the same has been given to the respondent, as required by law and the rules of this commission, and that the respondent party has filed an answer thereto, and that all parties in interest are properly before the commission, and the commission has jurisdiction of the subject matter, and of all the parties in interest.

And the commission having viewed the premises at the point of crossing, as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railway so crossed by the petitioner.

It is therefore ordered, adjudged and decreed by the commission that the prayer of the petitioner be and the same is hereby granted.

It is further ordered that the petitioner, the Alton & Southern Railway Company be and the same is hereby authorized to cross at grade, (the right-of-way having first been obtained) the right-of-way and tracks of the respondent road, namely, the Louisville & Nashville Railroad Company, at a point about three hundred forty-two and one-tenth (342.1) feet east of a switch-point on the said Louisville & Nashville Railway, which said switch-point is near the dividing line between Lots No. 2 and No. 3, township 2 north, range 9 west, in the county of St. Clair, State of Illinois, all of which will more fully appear by a blue print, or plat, attached to said petition, and referred to herein for a certainty as to location of said crossing.

It is further ordered by the commission that the petitioner before crossing the said Louisville & Nashville Railway, as herein provided for, shall install an interlocking plant of approved design at said crossing; the plans for said interlocking plant shall be prepared and submitted to the defendant company for their examination, and to this commission for examination and approval before the same is installed, and when approved by this commission the same shall be installed, and when installed according to the plans and specifications so approved by the commission, report thereof shall be made to this commission.

It is further ordered that the petitioner herein shall bear the entire expense of the construction of said crossing and said interlocking plant, together with the cost of installing such interlocking plant, and the cost and maintenance thereof.

The proportionate share of the respective roads in the operation of said plant is retained for further order of this commission.

The commission retains jurisdiction of the subject matter and the parties hereto for the purpose of making any further order that may be necessary herein.

By order of the commission, this 16th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 646.

Denverside Connecting Railway Company
v.
St. Louis & Belleville Electric Railway Company.

No. 649.

Alton & Southern Railway
v.
St. Louis & O'Fallon Railway Company.

No. 650.

Alton & Southern Railway
v.
East St. Louis & Suburban Railway Company

No. 663.

Denverside Connecting Railway Company
v.
East St. Louis Railway Company.

Now on this day come the petitioners above mentioned and move the commission for leave to withdraw the original contracts filed in above entitled cases, by leaving copies thereof, said copies to be compared and certified to by the secretary of this commission as being true copies of the original contracts now on file with this commission.

And the commission now being fully advised in the premises, it is therefore ordered that the petitioners, and each of them, be permitted to withdraw the original contracts filed herein, upon furnishing to this commission copies thereof, which copies shall be compared and certified to by the secretary of this commission, as being true copies of the original contracts on file.

By order of the commission this 1st day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 674.

Chicago, Rock Island & Pacific Railway Company, Petitioner,
v.
Michigan Central Railroad Company
The Chicago & Alton Railroad Company
Atchison, Topeka & Santa Fé Railway Company, Respondents.

In the matter of the application of the Chicago, Rock Island & Pacific Railway Company for permission to cross at grade on elevated tracks at Joliet, Ill., and to operate such crossing by hand signals until such time as the interlocking plant to be installed, shall be completed.

Now on this day comes the respective parties hereto before this commission and it appearing to the commission that the several roads have

elevated their said tracks in the city of Joliet, Ill., and began operation thereon Oct. 31, 1912, and that permission was given by this commission to operate said crossing by hand signals from Oct. 31, 1912 until the November meeting of this commission on Nov. 7, 1912.

And it further appearing to the commission from the statements of the respective parties, that an interlocking plant is not yet built, but is in course of construction, for the protection of said crossing, and it further appearing that it will be necessary for said roads to cross each other during the time of the construction of said interlocking plant, and upon the petition of the respective parties hereto.

It was ordered by the commission that the Chicago, Rock Island & Pacific Railway Company be, and the same is hereby authorized, until the completion of said interlocking plant or the further order of this Commission, to operate said crossing by hand signals under the law of the State of Illinois.

By order of the commission this 7th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 625.

St. Louis, Peoria & Northwestern Railway Company

v.

Peoria & Pekin Union Railway Company.

No. 632.

St. Louis, Peoria & Northwestern Railway Company

v.

Chicago & Northwestern Railway Company.

In the matter of approval of plans covering overhead crossings.

Now on this day comes the St. Louis, Peoria & Northwestern Railway Company and files with this commission detailed plans for the erection of overhead crossings as follows, same being set forth in the petitions and plats attached thereto.

No. 625. Overhead crossing near Peoria, Ill., covered by blue-prints Nos. 10567, 10558, 10591, 10635 and 10705.

No. 632. Overhead crossing near Peoria, Ill., covered by blue-prints Nos. 10554, 10523, 10552, 10659, 10584 and 10724.

And it appearing that the said plans have been examined by the consulting engineer of this commission and approved by him as being proper and sufficient for such overhead crossings, and the commission being fully advised in the premises:

It is therefor ordered, adjudged and decreed that the said detailed plans, and each of them, be, and the same are hereby, approved.

It further appearing to the commission from the contract and pleadings filed, that the division of costs and maintenance has been agreed upon by the respective parties, no order is made in relation thereto.

By order of the commission this 13th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 668.

Chicago, Milwaukee & St. Paul Railway Company, Petitioner,
v.

Des Plaines Valley Railway Company, Respondent.

In the matter of petition to cross by subway at Bensenville, Ill.

The petitioner, the Chicago, Milwaukee & St. Paul Railway Company, is a corporation organized and existing under the laws of the state of Wisconsin, and duly authorized as such to do business in the State of Illinois; said petitioner is engaged in the change of alignment of its railroad from Manheim in the county of Cook to a point in Bensenville, county of Kane and State of Illinois.

It appearing to the commission that the petition herein has been regularly filed in due time with the secretary of this commission, and that it is in due form as required by law and the rules of this commission, and that due notice of the filing of the same has been given to the respondent as required by law and the rules of this commission, and that all parties in interest are properly before the commission, and that the commission has jurisdiction of the subject matter and of all the parties in interest.

And the commission having viewed the premises at the point of crossing as shown by the petition, and examined the same with regard to the safety of life and property, and also with regard to the necessity therefor, and the commission having heard the testimony and arguments of counsel, and being fully advised in the premises, and it appearing that such crossing at such point will not unnecessarily impede or endanger the travel or transportation upon said railroad so crossed by the petitioner.

It is therefore ordered, adjudged and decreed by the commission that the prayer of the petition be, and the same is hereby granted.

It is further ordered that the petitioner, the Chicago, Milwaukee & St. Paul Railway Company be, and the same is hereby authorized to cross by subway (the right-of-way having first been obtained), the right-of-way and tracks of the respondent road, namely the Des Plaines Valley Railway Company, at a point in the southwest fractional quarter of section 18, township 40 north, range 12 east, third P. M., said point being 560 feet north of the south line of said section 18, in the county of Cook, State of Illinois, such crossing being more fully and particularly described by the plat or blue print attached to said petition, and referred to herein for certainty as to location of said crossing.

It is further ordered that the said petitioner shall present to this commission for its examination and approval, plans and specifications for said underneath crossing or subway, and that said petitioner also furnish to the respondent road a copy of said plans and specifications for examination; and that said underneath crossing or subway shall not be constructed until such plans and specifications have been presented and approved by this commission.

It is further ordered, adjudged and decreed by the commission that the secretary of this commission present to the petitioner herein a bill for \$30.00, being the expense of such commission in viewing said crossing.

The commission retains jurisdiction of the subject matter and the parties hereto for the purpose of making any further order that may be necessary herein.

By order of the commission, this 13th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

COMPLAINTS
Heard Before the Commission
Dec. 1. 1911, to Dec. 1, 1912,
And Their Disposition.

COMPLAINTS.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1126.

A. and J. Van der Wagen

v.

Belt Railway Co. of Chicago.

In the matter of the Application of the complainant for switch connection with the defendant road at Sixty-third street, Chicago, Ill.

The complaint in this case sets forth the fact that the complainants have made application for a switch connection with the defendant road at or near 63d street in the city of Chicago, county of Cook and State of Illinois, which switch and connection complainants desire to use from and to a coal yard they wish to establish on their property.

The answer of the defendant denies the jurisdiction of the commission in this case; it also denies the power of the commission to make the connection because the same is not asked for at any regular station along the line of the defendant's road, neither of which objections the commission believes to be well taken. Article 13, section 5 of the Constitution, provides:

"And all railroad companies shall permit connections to be made with their track, so that any such consignee, and any public warehouse, coal bank or coal yard, may be reached by the cars on said railroad."

The defendant road evidently had in mind, in filing its answer, only the section of the statute in relation to side track connections, which would not be applicable in this case if the complaint was sufficient, and the evidence sustained it, for the reason that the application in this case is covered by the section of the Constitution above quoted, together with section 30 of the Act of 1911, which clearly gives the commission both power and jurisdiction where the facts would justify.

The complaint in this case states that complainant desires an order of this commission compelling a connection with the defendant road, "so that the coal yard they wish to establish on their property may be reached by cars on the defendant's railroad." Without at this time determining what would be the holding, of the commission if the complaint stated that the complainant had established and was using and operating a coal yard at the point named and desired this connection, it is sufficient to say that in the opinion of the commission, under the complaint and the evidence in this case, the commission would not be justified in directing a physical connection at this point. The commission holds that it would be going beyond the intention both of the Constitution and the statute as well, to hold that a connection might be made in advance, alleging that the complainant expected to some time in the future establish a coal yard. The intention of the Constitution and the statute as well, was that, when a coal bank or coal yard was established and ready for operation or would be

in the near future, that any railroad company should permit a connection to be made for the purpose of receiving and sending away cars and coal from such bank or yard.

In the opinion of the commission, the facts charged in the complaint are not sufficient to justify an order directing a connection at this point at this time, therefore the complaint will be dismissed.

By order of the commission this 14th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1102.

Railroad and Warehouse Commission
on relation of
East Side Packing Company
v.
Vandalia Railroad Co.

The complainant herein conducts a packing plant at No. 1250 North Second st., in the city of East St. Louis, situated on and adjacent to the tracks of the defendant railroad company. The complaint charges that the complainant shipped from its plant numerous car loads of packing house products and other commodities to various points within the switching limits of the city of East St. Louis, in the State of Illinois; that the defendant Railroad Company performed the services of moving such cars from said plant to junctions with various other lines for movement to destination, for which service defendant company demanded and collected a charge of two dollars per car, which they termed "Car Rental," and in addition to which charge, they demanded and collected three dollars per car for switching charges.

It is charged and claimed that the assessment of the "Car Rental" charge is unlawful, unreasonable and unjust.

The answer of the defendant company sets up a number of defenses:

First—That this commission has no jurisdiction over the matters and things set forth in complainant's petition, for the reason that the Vandalia Railroad Company as a common carrier, is not required to perform merely switching service as was done in this case, and was doing voluntarily what the law did not require it to do as a common carrier, hence it could impose such terms as it desired for the service performed and for furnishing cars, and those terms could not be subject to review or adjustment by this commission;

For the further reason that a common carrier cannot be compelled to open its industrial sidings, public team tracks and other terminal facilities to another common carrier, and because said railroad company could not compel the National Stock Yards and Merchants Bridge to handle cars switched by the Vandalia Railroad Company for the East Side Packing Company to industrial tracks on the line of the National Stock Yards and the Merchants Bridge, then the Railroad and Warehouse Commission cannot compel the Vandalia Railroad Company to take cars for points on the line of the National Stock Yards and the Merchants Bridge, or fix the terms upon which the Vandalia Railroad Company shall take them.

Second—The answer further claims that the charge made by it of two dollars in addition to the switching charge, as referred to in complainant's petition, is entirely just and reasonable, and that it cannot afford to furnish for nothing a car from which it gets no revenue in the shape of a road haul.

Third—That the charge of two dollars per car in no way infringes upon any rule adopted or laid down by the Railroad and Warehouse Commission of Illinois, and if any such rule should be made requiring the Vandalia Railroad Company to abolish the charge of two dollars per car, such rule

would be beyond the jurisdiction of the commission and contrary to the provisions of the Constitution of Illinois and contrary to the provisions of the Constitution of the United States.

As to the question of jurisdiction, the answer admits that the defendant road is a common carrier.

Section 20 of the Amended Act in relation to the Railroad and Warehouse Commission, in force July 1, 1911, reads as follows:

"Said Railroad and Warehouse Commission is hereby given jurisdiction over all common carriers within this State."

Section 29 of the same Act provides:

"The commission shall have power and is hereby authorized to compel physical connections between railroad companies and to fix and establish reasonable switching rules and regulations and establish reasonable limits for said switching and reasonable rates therefor."

Section 31 of the same Act provides:

"The commission are hereby empowered and authorized to hear and determine all questions arising under this Act."

Section 24 of the same Act provides:

"It shall be the duty of every common carrier subject to the provisions of this Act, to provide and furnish such transportation at reasonable rates upon an order made by the Railroad and Warehouse Commission upon proper application and proper showing of the necessity therefor upon a hearing before the commission."

Section 21 of the same Act provides:

"The term 'common carrier' used in this Act includes all railroad corporations, express companies, steamboat lines, or other common carriers by water, private car line companies, sleeping car companies, fast freight line companies, and shall also include every other corporation, company, association, joint stock association, partnership and person, their lessees, trustees or receivers appointed by any court whatsoever, operating or managing any such agency for public use in the conveyance of persons or property within this State."

Section 22 of the same Act provides:

"The term 'railroad' used in this Act includes every railroad, other than a street railroad, by whatsoever power operated for public use in the conveyance of persons and property for compensation, with all bridges, ferries, tunnels, equipment, switches, spurs, tracks, depots and power stations, and terminal facilities of every kind, used or operated by any such railroad; and also all passenger or freight depots, yards, docks and grounds used by any railroad in the transportation of passengers or property."

If the contention of the defendant company was sustained, it would be useless to go into the question further, and hence we dispose of that proposition first in its order, and in view of the above quotations and the law as we understand it, the commission holds that it has jurisdiction of the subject matter and parties to this proceeding, and has the power to determine whether or not the charges made by the defendant road are proper charges under the law of this State.

The evidence in the case and the arguments of counsel present a number of questions which are not necessary for the commission at this time to consider, as they are not pertinent to the real question at issue.

There is but one proposition involved in this case, and it is only necessary for the commission to consider that one proposition, which is presented in the record, namely:

Has the defendant railroad company the legal right, under the law, in addition to the three dollar switching charge for transporting cars from the plant of the complainant to other plants or other terminals for further transportation, to make an additional charge of two dollars for "car rental," as set forth in the petition, and admitted by the defendant company?

The question of whether the two dollars additional charge, if legal, is reasonable or unreasonable, is not raised by the complainant.

The complainant contends that the charge made by the defendant company must be one charge, so far as the switching movement is concerned, and that it cannot make a charge for switching the car and at the same time, and as a part of the same movement, make an additional charge for car rental or the use of the car.

Upon behalf of the defendant, it is claimed that in addition to the switching charge of three dollars, it has the legal right to make an additional charge of two dollars for rental charge for the use of the car during such switching movement.

Our law in the sections above quoted not only defines a common carrier and a railroad, but the twenty-third section thereof defines transportation in the following language:

"The term 'transportation' shall include cars and other vehicles and all instrumentalities and facilities of shipment or carriage, irrespective of ownership or of any contract, expressed or implied, for the use thereof, and all service in connection with the receipt, delivery and transfer in transit, refrigeration or icing, storage and handling of property transported."

The business of a common carrier, and particularly of a railroad such as the defendant, is the transportation of passengers and property. The only question involved in this proceeding is the transportation of property. Note the twenty-third section of the statute, last referred to, says, "transportation shall include cars and other vehicles and all instrumentalities and facilities of shipment or carriage." It therefore follows that the defendant company being a common carrier and a railroad, its principal business is transportation, which it sells to the public. Under the definition, in the twenty-third section, of transportation, it means that as such common carrier in the business of transportation, it shall furnish cars and other vehicles and all instrumentalities and facilities of shipment, etc.; that for the defendant, as a common carrier, to render the service required of it by law in the transportation of property, it is bound to furnish the ordinary facilities of transportation which includes, beyond all question, cars. And as the defendant has a charge of three dollars per car for switching, and before such charge could be made it would be necessary for the defendant company to furnish to the complainant herein a suitable car to load with its products before such switching would be necessary, and without the furnishing of such car by the defendant company, there could not be made any charge for switching.

There has been considerable written and the briefs of the respective parties herein have a large number of citations in relation to the division of charges for transportation. We note only a few. Judge Grosscup in a recent decision, in passing upon a similar question to the one before us, and in which was involved the question of the division of charges, used the following language:

"The freight demanded covers the entire service of the carrier from depot to depot; it is in law, a compensation, not only for the actual carriage, but also for the facilities for loading and unloading; the service is a single one and the compensation is likewise single. The law will not permit the charge for said single service to be divided. A carrier cannot make up its bill of charges in items, one for loading, one for carriage, one for personal service and one for delivery. The freight is not an aggregate of separate charges, but a single charge. This policy of the law is not because a particular shipper might not deal with the carrier as intelligently in the case of one method as the other, but because the public is not so likely to deal intelligently with a series of items as with a single freight rate. A single charge presents to the shipper at once the whole problem. A series of charges might confuse him and leave uncertain what in the end the aggregate would be."

Judge Grosscup in the same case from which the opinion above is quoted, further held that it was not proper to add a terminal charge to the regular freight charge in the city of Chicago at the Union Stock Yards, from the

facts before him finding that it was one and the same movement and that the shipper was entitled for the one rate paid, to have his property delivered at the Union Stock Yards.

In a later case, the finding of fact referred to in the opinion above, that the haul was one continuous haul and that the charge made to the shipper entitled him to have the car and stock delivered at the Union Stock Yards, was reversed, and the Court in passing upon the question, says:

"In 1865 the Union Stock Yards were organized; a large area of land purchased and separate tracks laid by the Stock Yards Company connecting with practically all the railroads running into Chicago. From this time the demand for separate terminal facilities at each of these railways seems to have ceased, and all cattle were consigned for delivery at the Stock Yards, not for the purpose of being claimed there by the consignee, but for the purpose of finding a market for them. Here all the cattle consigned to Chicago were deposited for slaughter or for further shipment, and great slaughtering houses have been erected in the vicinity of the Yards for the disposition of the cattle. Providing a market for cattle is certainly no part of the business of the railway company, and I think therefore any extra expense occasioned from the time the cars containing the cattle leave the tracks of the company, and until they arrive at the Stock Yards and the empty cars are returned, the company is entitled to make an additional terminal charge, equivalent to the expense occasioned to it by providing these extra facilities."

In 186th U. S., the Court in passing upon this same case, says:

"As the right of the defendant carriers to divide their rates and thus to make a distinct charge from the point of shipment to Chicago and a separate terminal charge for delivery to the Stock Yards, a point beyond the lines of the respective carriers, was conceded by the commission and was upheld by the Circuit Court of Appeals, no contention on this subject arises."

A careful examination of these cases will show that the general statement quoted from the opinion of Judge Grosscup as to the division of charges, has not been reversed, the higher Court only holding that a terminal charge might be made by a separate company. This holding in no way conflicts with that part of Judge Grosscup's opinion heretofore quoted.

Beale in his work on "Railroad Rate Regulations," says:

"The entire service of the carrier in connection with a single shipment being conceived of as a unit, it should follow that only one charge may be made covering the entire unit of service."

In Barnes on Interstate Transportation, we find the following:

"It is a carrier's duty to equip its road with instrumentalities of carriage suitable for the traffic it undertakes to carry, and to furnish them alike to all who have occasion for their use, and its duty to furnish equipment cannot be transferred to nor required of shippers."

From the above facts the commission holds that the defendant railroad, being a common carrier, holding itself out to the public as such, and its business being that of furnishing transportation to the public, and that in order to furnish such transportation, it is necessary for it to have suitable instrumentalities and facilities, which would include proper and suitable cars in order to do the work required of it as such common carrier. That being true, and application being made to it as such common carrier for cars, it was its duty to furnish such car or cars to the person requiring the same, and which such car or cars were loaded, to switch the same to the destination as billed by the shipper, for which transportation the defendant railroad would have a right to make a reasonable switching charge, but it being the duty of such common carrier, in order to properly conduct its business, to furnish a car, a charge for car rental is unauthorized under the law.

The argument presented by the defendant road, that its switching charge is insufficient to pay it for the service rendered, even if it were true, would be no defense in this case. If the charge for switching, as stated, is not remunerative to the carrier, it should make such a charge as would be

remunerative, and that charge would be allowed and sustained by this commission, if reasonable. It is only fair to every shipper, when he makes a request of the carrier to furnish transportation, that just so far as it is possible to do so, he should be given a rate in a total sum, and not be required to pay extras or to leave any room for misunderstanding or contention.

It is therefore ordered, adjudged and decreed by the commission that the said defendant railroad shall from this date, desist from charging, demanding, collecting or receiving any car rental in addition to their regular published tariff rate for switching.

By order of the commission this 18th day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1131.

Railroad and Warehouse Commission
on relation of
Commissioners of Highways

v.

Baltimore & Ohio Southwestern Railroad Co.

In the matter of a dangerous public highway crossing near Bridgeport. Ill.

The complaint in this case states that the Baltimore & Ohio Southwestern Railroad Company crosses the public highway on the line of sections numbers seven and eight, Bridgeport township, in the county of Lawrence and State of Illinois; that at said crossing there is a cut in said roadbed of about twenty-five feet where the public road crosses said railroad; that a person traveling upon the public highway cannot see an approaching train until it is very near the railroad track, and that said crossing is a dangerous crossing, and asks the commission to direct the Baltimore & Ohio Southwestern Railroad Company to put in an overhead crossing on said public highway across said railroad for the safety of the public, etc. The complaint further alleges that Bridgeport is a city of about 3,000 inhabitants, and that said crossing is one-half mile from the corporate limits of the city of Bridgeport.

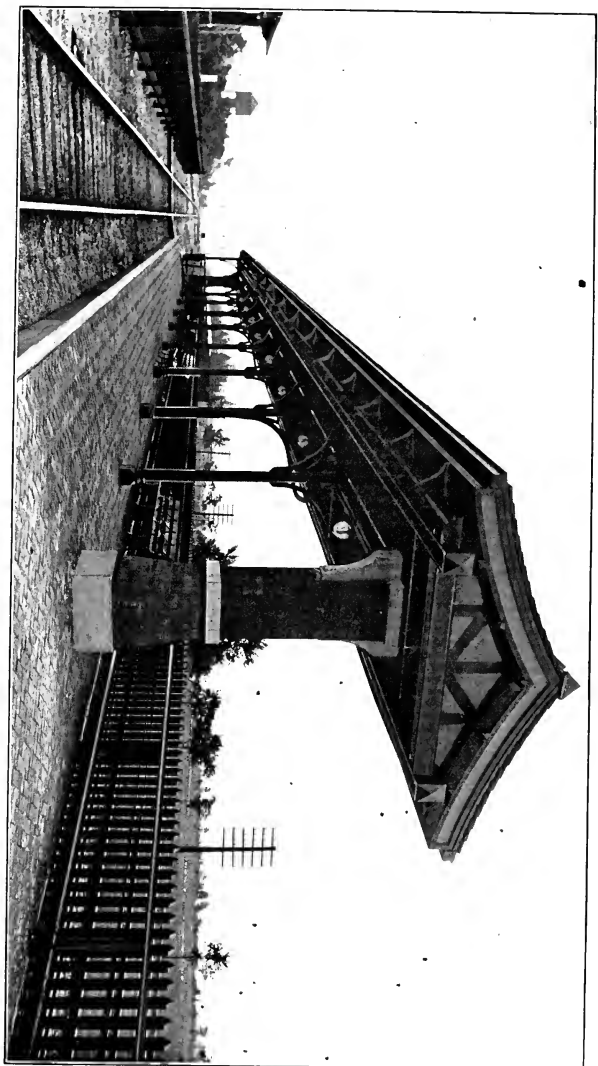
The answer of the defendant railroad admits the crossing in the place stated in the complaint. Denies that there is any occasion for an overhead crossing at this particular point. Denies that the public highway is in a condition to admit of an overhead crossing over the tracks of the defendant without great expense, and the defendant also further answering, states that the commission has no jurisdiction in this proceeding under the law in this State; that the crossing referred to is outside of the corporate limits of any city, town or village, and that the commission, under the law, has no authority to require the defendant road to construct an overhead crossing at the place and in the manner desired by the complainant.

Several sections of the statute have been referred to by counsel for complainant as sustaining his views of the case. The Act of 1874 referring to fencing and operating of railroads has a number of sections that are referred to, one of which reads as follows:

"Hereafter at all of the railroad crossings of highways and streets in this State, the several railroad corporations in this State shall construct and maintain said crossings, and the approaches thereto, within their respective rights of way, so that at all times they shall be safe as to persons and property."

The next section referred to, provides:

"Whenever any railroad corporation shall neglect to construct and maintain any of its crossings and approaches, as provided in section 8 of this



Illinois Central R. R. Station Platform, Ploosmoor, Ill.

Act, it shall be the duty of the proper public authorities, having the charge of such highways or streets to notify, in writing, the nearest agent of said railroad corporation of the condition of said crossing or approaches, and direct the same to be constructed, altered or repaired in such manner as they shall deem necessary for the safety of persons or property."

Section 10 provides:

"If any railroad corporation of this State shall, after having been notified, as provided in section 9 of this Act, neglect or refuse to construct, alter or repair such crossing or approaches, within thirty days after such notice, then said public authorities shall forthwith cause such construction, alteration or repairs to be made."

It is evident that these sections do not apply to overhead crossings from the following language:

"Shall construct and maintain said crossings, and the approaches thereto, within their respective *rights of way*."

It would be impossible at this point, and at almost any point of crossing, to construct an overhead crossing within the right-of-way of the railroad, it being ordinarily not to exceed fifty feet on each side of the track. This language, "to construct and maintain said crossings, etc." means dirt crossings or any grading that may be necessary to properly approach and cross said right-of-way.

The subject of railroad crossings over public highways is a very important one, and one that the Legislature has not given as much attention, possibly, as it deserves. It is evident from the reading of the entire Act constituting and authorizing the Railroad and Warehouse Commission, that the commission has not been given the power to direct by peremptory order, an overhead crossing of a railroad by a public highway outside of the corporate limits of a city, town or village.

It is contended that certain sections of the statutes above referred to, require the railroad to build an overhead crossing. If it were admitted that this is true, the statute has provided how it may be done by the road authorities themselves, but in no wise authorizes the Railroad and Warehouse Commission to make any order in relation thereto. In fact if that is a proper construction of the statute (and upon that we pass no opinion), it is complete within itself.

The time has arrived when the State and its road authorities should give more attention to the crossings of public highways over railroads, and that railroads should also give more attention to this subject, and there should be coöperation between all parties interested in the safety of the traveling public, to construct as many overhead and subway crossings of railroads on the public highway as possible.

So far as we have been able to find, this is the first time the attention of the commission has been called to a matter of this kind. The complaint herein presents a meritorious demand and one worthy of consideration, of not only this commission but of the railroads as well, but the subject matter has not been sufficiently discussed in the past or considered of sufficient interest to bring about any legislation upon the subject in this State, and as we understand the law, after a careful examination thereof, we are of the opinion that the commission has no legal power or authority to make an order in this case of any character, and for this reason the complaint will have to be dismissed.

Complaint dismissed.

By order of the commission this 23d day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1148.

Rock Island Southern Railroad Company

v.

Peoples Traction Company.

Application of the Rock Island Southern Railroad Company for order restraining the Peoples Traction Company from discontinuing certain transfer service of freight and passengers for the petitioner, and also from disconnecting their track from the track of the petitioner and directing said defendant company to continue such transfer service.

Now on this day comes the Rock Island Southern Railroad Company, a corporation organized and existing under the laws of the State of Illinois, and shows to the commission that it is operating a line of railroad between the cities of Monmouth, Ill., and Galesburg, Ill., within the State of Illinois, and maintaining and operating in the city of Galesburg, Ill., in connection with the Peoples Traction Company of Galesburg, Ill., a corporation organized and existing under the laws of the State of Illinois, a transfer track for the purpose of transferring freight from, to and between the Chicago, Burlington & Quincy Railroad Company, the Atchison, Topeka & Santa Fé Railway Company, the Peoples Traction Company and the Rock Island Southern Railroad Company.

The petition further alleges that the Rock Island Southern Railroad Company and the Peoples Traction Company hitherto entered into a contract, in and by which contract it was provided that the Rock Island Southern Railroad Company may transfer passengers and freight over and upon the rails of said Peoples Traction Company, upon the payment of certain compensation in said contract mentioned.

Said petition further alleges that recently the Peoples Traction Company, which has control of the aforesaid track connection, has notified the petitioner, the Rock Island Southern Railroad Company, that it must pay a greater and unreasonable sum for each car transferred over said freight connection, and has also threatened that in case those unreasonable demands are not complied with to discontinue at once the use of said freight track connection of said Rock Island Southern Railroad Company.

The petition further alleges that the transfer of such freight is an accommodation to the public, and it is the only connection by which the Rock Island Southern Railroad Company can transfer freight to and from the Atchison, Topeka & Santa Fé Railway Company, to protect through freight rates published and filed with the Railroad and Warehouse Commission, applying between points on the Rock Island Southern Railroad and Railway and points on the Atchison, Topeka & Santa Fé Railway in the State of Illinois.

The petition further alleges that the public will be greatly inconvenienced in case said use is discontinued and that the rights of the petitioner will be greatly injured in case the Peoples Traction Company is permitted to carry out its threat.

The petitioner asks that an order be issued prohibiting the said Peoples Traction Company from discontinuing the use of said connection.

The commission being sufficiently advised, it is therefore ordered, adjudged and decreed by the commission that the said defendant company, the Peoples Traction Company, be, and they are hereby directed to refrain from in any wise disconnecting any railroad connections now made with the Rock Island Southern Railroad Company, and refrain from discontinuing any service now being rendered by them by way of receiving of cars or transferring of freight and passengers as set forth in the contract referred to in the petition herein filed, and are hereby directed to continue until the further order of this commission, to receive from the petitioner all

cars, freight and passengers, and carry the same to their several destinations, as set forth in the contract between the respective parties and referred to in the petition herein.

It is further ordered that the defendant company, to wit: the Peoples Traction Company be, and appear before this commission at their office, Room 819, 206 South La Salle st., Chicago, Ill., at their regular meeting on March 7, 1912, at 10:00 o'clock a. m., to show cause, if any they have, why this order should not be made permanent.

By order of the commission on this 6th day of February, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Hart-Williams Coal Company, Complainants

v.

Illinois Central Railroad Company, Defendant.

St. Louis & Big Muddy Coal Company,

Chicago & Carterville Coal Company,

Davis Coal & Iron Company,

Majestic Coal & Coke Company,

Paradise Coal & Coke Company,

Muddy Valley Mining & Manufacturing Company,

Brilliant Coal & Coke Company, Complainants

v.

Illinois Central Railroad Company, Defendant.

Consolidated.

Consolidated Cause.

No. 1150.

Hart-Williams Coal Company, et al

v.

Illinois Central Railroad Company.

In the matter of the complaint of the complainants against the defendant for discrimination in the distribution of coal cars to the complainants and also application to prevent the defendant from putting into operation a certain rating of mines.

Now on this day comes the complainants herein, by their respective attorneys, and also comes the defendant, by its attorneys, and files its answer herein to the complaint. And it appearing to the commission that for a considerable length of time prior to Oct. 1, 1911, the distribution of cars to the complainants' mines by the defendant road had been determined upon a rating based upon the capacity of the respective mines agreed upon by the owners or persons controlling said mines and other mines, and agreed to or acted upon by the said defendant, the Illinois Central Railroad Company.

And it appearing to the commission that prior to Oct. 1, 1911, for a considerable period of time and after Oct. 1, 1911, and until on or about Feb. 1, 1912, the distribution of cars by the defendant road to the complainants' mines was based upon the capacity of the respective mines and cars distributed according to a rating in effect Oct. 1, 1911, which rating of mines for the distribution of cars included complainants' mines and other mines was as follows:

Names.	Rating.	Names.	Rating.
Branch.....	270	Centralia, No. 4.....	600
Murphy.....	200	Centralia, No. 5.....	1,800
Hippard.....	500	Bois.....	200
Richland.....	300	Little Muddy.....	250
Wilderman.....	500	Sun.....	200
St. Clair.....	500	Diamond.....	200
Mulberry Hill.....	700	Imperial.....	200
Randall.....	200	Jupiter, No. 5.....	200
Freeburg.....	225	Duquoin.....	200
Star.....	440	New Moon.....	200
Kolb, No. 1.....	250	Queen.....	1,350
Kolb, No. 3.....	350	Majestic.....	2,050
Lenzburg.....	400	Paradise.....	1,700
Borders, No. 1.....	515	Brilliant.....	600
Advance.....	200	White Ash.....	900
Eureka, No. 1.....	525	Hallidayboro.....	920
Eureka, No. 2.....	750	C. & C., Centralia District.....	200
O. K.....	530	John.....	1,010
Oak Ridge.....	600	Dick.....	630
Meek.....	250	Donally.....	190
Tilden.....	400	Colp.....	2,130
Crystal.....	550	Big Muddy, No. 8.....	2,790
Consol.....	250	Burr C.....	1,625
C. & C., St. Louis District.....	600	Madison, No. 8.....	1,370
Winkle.....	280	Gent.....	200
Richey.....	300	Colp, E. M. & S. W.....	880
White Walnut.....	465	Holer.....	1,370
Harrison.....	1,100	Keystone.....	375
B. M., No. 9.....	1,365	Taylor, No. 2.....	1,350
Urbain, No. 1.....	2,345	Taylor, No. 1.....	1,100
Urbain, No. 2.....	500	Heinlock.....	630
Zeigler.....	2,000	Oak Ridge.....	1,320
Benton.....	1,400	Sunnyside.....	1,830
Hart-Williams.....	1,400	Jennies.....	680
Carroll.....	920	C. & C.....	2,160
Galatia.....	200	Big Muddy, No. 7.....	1,900
O'Gara, No. 10.....	700	Rend.....	300
Marion County.....	1,300	Franklin.....	550
Centralia, No. 2.....	700		

It further appearing that on Feb. 1, 1912, the defendant road issued the following rating as a basis for the distribution of cars to the complainants and other mines:

Name of mine.	Rating.	Name of mine.	Rating.
New National.....	200	Harrison.....	675
Branch.....	270	Big Muddy, No. 9.....	1,365
Murphy.....	200	Urbain, No. 1.....	775
Hippard.....	500	Urbain, No. 2.....	500
Richland.....	300	Zeigler.....	1,900
Wilderman.....	500	Benton.....	1,425
St. Clair.....	500	Hart-Williams.....	825
Mulberry Hill.....	700	Carroll & Franklin.....	920
Randall.....	200	Galatia.....	200
Freeburg.....	225	O'Gara, No. 10.....	200
Star.....	440	Marion County.....	650
Kolb, No. 1.....	250	Centralia, No. 2.....	700
Kolb, No. 3.....	350	Centralia, No. 1.....	600
Lenzburg.....	400	Centralia, No. 5.....	1,800
Borders, No. 1.....	615	Bois.....	200
Advance.....	200	Little Muddy.....	250
Eureka, No. 1.....	525	Sun.....	200
Eureka, No. 2.....	750	Diamond.....	200
O. K.....	530	Imperial.....	200
Oak Ridge.....	600	Jupiter, No. 5.....	200
Beek.....	250	Duquoin.....	200
Tilden.....	400	New Moon.....	200
Crystal.....	550	Queen.....	1,350
Consol.....	250	Majestic.....	2,050
C. & C. (Coulterville).....	600	Paradise.....	1,700
Pinkle.....	280	Brilliant.....	600
Richey.....	300	White Ash.....	1,400

Name of mine.	Rating.	Name of mine.	Rating.
Hallidayboro.....	920	Keystone.....	375
C. & C. (DeSoto).....	200	Taylor, No. 2.....	1,075
John.....	1,010	Taylor, No. 1.....	525
Dick.....	630	Hemlock.....	650
Donally.....	910	Oak Ridge.....	575
Madison, No. 9.....	2,130	Sunnyside.....	875
Big Muddy, No. 8.....	775	Jeffries.....	325
Burr C.....	1,625	C. & C. (Peters).....	1,225
Madison, No. 8.....	1,370	Big Muddy, No. 7.....	1,075
Gent.....	200	Rend.....	500
Colp. E. N. S. W.....	380	Franklin.....	560
Hafer.....	1,350		

It further appearing that on Feb. 9, 1912, the defendant road issued the following rating of mines as a basis for the distribution of cars to the complainants' mines and other mines:

Name of mine.	Rating.	Name of mine.	Rating.
New National.....	200	Marion County.....	261
Branch.....	200	Centralia, No. 2.....	600
Murphy.....	200	Centralia, No. 4.....	714
Hippard.....	200	Centralia, No. 5.....	566
Wilderman.....	500	Bois.....	200
St. Clair.....	500	Little Muddy.....	200
Mulberry Hill.....	200	Sun.....	200
Randall.....	200	Diamond.....	200
Freeburg.....	200	Imperial.....	200
Star.....	312	Jupiter, No. 5.....	200
Kolb, No. 1.....	200	Duquoin.....	200
Kolb, No. 3.....	222	New Moon.....	200
Lenzburg.....	200	Queen.....	578
Borders, No. 1.....	201	Majestic.....	849
Advance.....	200	Paradise.....	686
Eureka No. 1.....	200	Brilliant.....	200
Eureka, No. 2.....	453	Security.....	1,300
O K.....	200	Hallidayboro.....	452
Oak Ridge.....	208	C. & C. (DeSoto).....	200
Meek.....	350	John.....	406
Tilden.....	200	Dick.....	200
Crystal.....	234	Donally.....	447
Consol.....	200	Big Muddy, No. 8.....	434
C. & C. (Coulterville).....	200	Burr C.....	1,219
Winkle.....	400	Cent. (E. H. & S. W.).....	200
Ritchey.....	400	Colp (E. H. & S. W.).....	200
Harrison.....	200	Hafer.....	842
Big Muddy, No. 9.....	1,227	Keystone (E. H. & S. W.).....	315
Urbain, No. 1.....	500	Taylor, No. 2.....	1,275
Urbain, No. 2.....	500	Taylor, No. 1.....	200
Zeigler.....	606	Hemlock.....	200
Benton.....	592	Oak Ridge.....	500
Hart-Williams.....	360	Sunnyside.....	530
Carroll & Franklin.....	457	Jeffries.....	218
Galatia.....	200	C. & C. (Peters).....	403
O'Gara, No. 10.....	200	Rend.....	200
Richland.....	200	Franklin.....	200

It further appears to the commission from the above ratings as a basis of distribution of cars to the complainants' mines and other mines that said rating for the distribution of cars is based upon a new and entirely different basis or manner for the distribution of cars than the defendant road and the complainants had been acting upon heretofore.

And it further appearing to the commission that upon the basis of rating for the distribution of cars as above set forth in the rating schedules of the defendant road, dated Feb. 1, and Feb. 9, 1912, the complainants' mines would not receive a sufficient distribution of cars to enable them to carry on their business of mining and would necessitate, as claimed by the complainants, a suspension of business in their respective mines and many other mines.

It appearing to the commission that on account of the present manner of distributing cars, as set forth by the defendant road, in said ratings of Feb. 1 and Feb. 9, 1912, complainants' mines and other mines will be unable to operate and to comply with the demands of the public for the shipping of coal.

It further appearing to the commission that there is at this time great need of additional coal shipped throughout the country and that unless the complainants' mines and other mines engaged in a similar business can be furnished with a reasonable amount of equipment for the purpose of shipping coal that great injury will result to the several mines as well as to the public at large.

And it further appearing to the commission that the question of the rating of mines and the proper distribution of cars to local and junction mines is a matter of great importance to the parties of this proceeding as well as to the public generally and can only ultimately be intelligently and justly disposed of after a full investigation of the facts and such investigation and rating made in relation to inter as well as intrastate distribution of cars.

And it further appearing to the commission that it is necessary to furnish temporary relief and to do so in such manner as will protect all parties to this proceeding and (without at this time determining any proper method for rating or distribution of cars) for the sole and only purpose of immediate relief the commission finds, from the information before it, that the rating of mines heretofore agreed upon by the complainants and acted upon by the defendant road is the only practical rating for the distribution of cars, during the time of this order.

It is therefore ordered and decreed by the commission that the said defendant road be, and they are hereby, restrained and directed, during the period of this order, to desist from putting into effect the rating referred to hereinabove dated Feb. 9, 1912, and to refrain from distributing cars upon the basis of such rating or orders dated Feb. 1, or Feb. 9, 1912, and to refrain from distributing cars upon the basis of such rating or orders dated Feb. 1, or Feb. 9, as hereinabove described.

And they are hereby further directed to distribute the cars to the complainants herein and to all other mines entitled to distribution upon their road in the State of Illinois upon the basis of the rating of Oct. 1, 1911. The said defendant road taking into consideration in the distribution of such cars the capacity of the mines and upon such rating the proper share of their said equipment that should be allotted to inter and intrastate shipments.

It is further ordered that the said defendant road proceed at once, and as rapidly as possible, to distribute its said coal cars and equipment for hauling coal to the complainants' mines and all other mines located upon its said road in the State of Illinois, and that it continue from day to day to equitably distribute its said coal equipment to the respective mines within the State of Illinois, according to this order which is made a temporary order for the purpose of immediate relief to the complainants and other mines located upon the said defendant road to meet the present emergency and until this commission shall have time and opportunity to make a full investigation of the proper manner of rating and distribution of cars.

It is further ordered that this order be in full force and effect from date until April 1, 1912, and this cause be continued for further investigation and such further order, if any, that may be necessary during said period.

Dated at Springfield, Ill., this 20th day of Feb., 1912.

[Signed] O. F. BERRY, *Chairman*;

B. A. ECKHART, *Commissioner*;

J. A. WILFOURBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1150.

Hart-Williams Coal Company et al., Complainants

v.

Illinois Central Railroad Company, Defendant,

Consolidated Cause.

Order as to Security Coal and Mining Company of Missouri.

This cause coming on to be further heard upon the application of the Security Coal and Mining Company of Missouri to intervene herein and be made a party defendant to the complaints filed herein, and also coming on to be further heard upon the pleadings of said Security Coal and Mining Company of Missouri, marked answers; and it appearing to the commission upon the face of said pleadings that the same are in substance and form demurrers denying the jurisdiction of this commission this cause.

And it further appearing to the commission from the action of said Security and Mining Company of Missouri in filing said demurrers that the sole object of said company in seeking to be made party defendant herein, as shown by the pleadings herein, is to raise a moot question as to the jurisdiction of this commission; and the commission being fully advised in the premises; it is hereby

Ordered that the leave heretofore granted said Security Coal and Mining Company of Missouri to intervene herein and be made a party defendant to the complaints herein, be and the same is hereby set aside, and the demurrers of said company, marked answers, are hereby stricken from the files and records of this commission.

By order of the commission this 21st day of February, 1912.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Hart-Williams Coal Company, et al., Complainants

v.

Illinois Central Railroad Company, Defendant,

Consolidated Cause.

Order as to Taylor Coal Company.

This cause coming on to be further heard upon the application of the Taylor Coal Company of Illinois to intervene herein and be made a party defendant to the complaints filed herein, and also coming on to be further heard upon the pleadings of said Taylor Coal Company of Illinois, marked answers; and it appearing to the commission upon the face of said pleadings that the same are in substance and in form demurrers denying the jurisdiction of this commission in this cause.

And it further appearing to the commission from the action of said Taylor Coal Company of Illinois in filing said demurrers that the sole object of said company in seeking to be made a party defendant herein, as shown by the pleadings herein, is to raise a moot question as to the jurisdiction of this commission; and the commission being fully advised in the premises; it is hereby

Ordered that the leave heretofore granted said Taylor Coal Company of Illinois to intervene herein and be made a party defendant to the complaints herein, be and the same is hereby set aside, and the demurrers of said company, marked answers, are hereby stricken from the files and records of this commission.

By order of the commission this 21st day of February, 1912.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1155.

Railroad and Warehouse Commission
on relation of
American Sand & Gravel Company, et al
v.
Chicago & Northwestern Railway Co.
Chicago, Milwaukee & St. Paul Railway Co.

Now on this day come the respective parties by their respective solicitors and show to the commission that they are not ready for a hearing upon the complaint herein at this time, and ask leave to have the same continued until the April meeting of the commission.

The question of the suspension of the tariff set forth in paragraphs three and five of the complaint herein, coming on for hearing, and it appearing from the petition that said tariffs referred to in said petition and known as tariff G. F. D. No. 11603-B, effective March 15, 1912, of the Chicago & Northwestern Railway Company, also tariffs supplement 7 to G. F. D., 3000-G and supplement No. 12 to its tariff G. F. D. 2323-D, effective March 15, 1912, of the Chicago, Milwaukee & St. Paul Railway Company, now on file with this commission, proposes to advance the rates applying on transportation of sand and gravel from the points named in paragraph one of said complaint, which is unreasonable and discriminatory, and the commission being fully advised in the premises;

It is hereby ordered that said tariffs referred to in said complaint and in this order be, and the same are hereby suspended during the investigation by this commission of the facts set forth in said complaint, and until the respective parties have time and opportunity to be heard thereon, and until the further order of this commission.

By order of the commission this 7th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1135.

Railroad and Warehouse Commission
on relation of
Jos. F. Doster, et al.
v.
Alton, Granite & St. Louis Traction Co.

In the matter of petition for waiting room facilities at Second street and McCambridge avenue, Madison, Ill.

This is a petition asking for waiting room facilities at Second street and McCambridge avenue, Madison, Ill., and the respective parties having presented their respective views to the commission in relation to this matter, and the commission being fully advised, suggested to the respondent road that the commission deemed it advisable and proper for them to erect a small waiting room for the accomodation of the traveling public at said point, and upon this suggestion of the commission, the respondent road acted and directed that a waiting room be erected at said point for the use of the public.

The said respondent road having complied with said request of the commission, the case is hereby dismissed.

By order of the commission this 13th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1129.

Railroad and Warehouse Commission
on relation of
T. P. Russell et al, Hurst, Ill.

v.

St. Louis, Iron Mountain & Southern Railway Co.

In the matter of petition for change of location and depot facilities at Hurst, Ill.

The petition herein asks that there be located at a place named in said petition, convenient to the village of Hurst, a depot of sufficient size for the proper transaction of the passenger, freight and express business of said railroad at said point;

The respective parties having presented their respective views to the commission in relation thereto and the commission having personally viewed the several locations suggested by the respective parties for location of said depot, and being fully advised in the premises, designated a place which appeared to the commission from all the facts surrounding the same, to be a suitable and proper place for said depot, and requested the respondent road to make a plat, showing the location of said depot at the point indicated by said commission, whereupon said respondent road presented to the commission a plat showing the location of said depot together with the road, and a proper dedication thereof to and from said depot, and this commission being fully advised, approved said plat as presented, which is referred to herein for certainty as to location of said depot, which plat is approved thereby;

It is therefore ordered, adjudged and decreed that said railroad company proceed at its earliest possible convenience to erect said depot according to said plat and plans and specifications which appear to be satisfactory to the parties in interest, and when said depot is completed, that they make report to this commission. The commission hereby retains jurisdiction of the subject matter and of the respective parties, for the purpose of making any further order that may be necessary herein.

Case stricken from the docket with leave to reinstate if necessary.

By order of the commission this 13th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1156.

Railroad and Warehouse Commission
on relation of
E. D. Jacobus, Itasca, Ill.

v.

Chicago, Milwaukee & St. Paul Railway Co.

In the matter of the application of the complainant for an order to prevent the removal of the stock yards at Itasca, Ill., on said railroad.

This cause coming on for further hearing, the respective parties being present and after an informal hearing and arguments of the respective

parties, the commission being fully advised in the premises it is hereby ordered that the respondent company proceed to erect a suitable and proper stock pen, yards and chutes in or near the village of Itasca, and that said stock yards, sheds, pens, chutes, etc. be completed ready for use by the public by Aug. 1, 1912. It is also ordered that the stock delivered by the said railroad to the present stock yards in Itasca shall not remain in said yards longer than three hours after the cars have been placed and the stock unloaded into said yards. That the said respondent shall keep said yards in good condition during the period herein above referred to. It is further ordered that the former order in this cause entered Feb. 26, 1912, shall be and remain in full force and effect except as modified by this order.

By order of the commission, this 4th day of April, 1912.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1144.

Railroad and Warehouse Commission
on relation of
Peterstown Farmers' Elevator & Supply Co.
v.
Chicago, Milwaukee & St. Paul Railway Co.

In the matter of refusal to build side track connection to proposed elevator at Peterstown, Ill.

The petitioner herein is a corporation newly organized under the laws of the State of Illinois, and the petition requests that an order be made requiring the Chicago, Milwaukee & St. Paul Railway Company to build a switch track at Peterstown, county of La Salle, State of Illinois. The petition states that the petitioner desires to build an elevator for the purpose of storing and shipping grain on and over the Chicago, Milwaukee & St. Paul Railway, and asks that the said railroad be required to build a switch for the purpose of accommodating such elevator when so erected and ready to transact the business of shipping grain therefrom.

The record shows that no elevator has been erected, but is simply in contemplation. The record also shows that the railroad company declined to build a switch as petitioned for.

The statute under which this proceeding is begun, reads as follows:

"Any railroad being a common carrier of freight, upon application of any shipper tendering or receiving freight or merchandise in carload lots, shall construct, maintain and operate, upon reasonable terms, upon its own right of way at *any regular station*, a switch connection with any such shipper's railroad track, which may be constructed to connect with its railroad upon its right of way where such connection is reasonably practicable and can be put in with safety and will furnish sufficient revenue business to such railroad company to justify the construction and maintenance of the same and shall furnish cars for the movement of such traffic upon such switch, upon its own rails, to the best of its ability, without discrimination in favor of or against any such shipper."

It will be noted that the language of this statute which requires the building of a switch states, "at any regular station." The record shows that Peterstown is not a regular station, and therefore does not fall within the purview of that statute. The record further shows that it is not a village or incorporated town, and the statute in relation to depots and switches refers to incorporated villages or towns.

The record shows that the application herein is for a switch to be connected with the main line of the Chicago, Milwaukee & St. Paul Railway.

As a matter of common knowledge, every switch or every connection of any kind, with the main line of a railroad, increases the danger of operating such road, and it is the policy, not only of this commission, but of all commissions nowadays, to limit the connections to main lines, to such places and for such purposes as are absolutely necessary.

The statute further provides that such application may only be made when the elevator is in existence, and grain or other freight is offered for shipment in carload lots under proper conditions, to such railroad.

The record further shows in this case that Peterstown is only three and a fraction miles from Mendota, and that it is two and eight-tenths miles from Fitchmoor, Mendota being the first station north of the proposed side track, and Fitchmoor the first station south. This undisputed fact clearly indicates that the petitioner is reasonably well situated to places for the shipment of grain or the erection of an elevator at a regular station, if it desired to do so.

The record in this case further shows that there are switches and connections with said railroad for the purpose of switching grain at points named and at several other points within a few miles of Peterstown.

Without going into details, it is sufficient to say that as we construe the law, the commission has no power or authority to order a switch at this point under the facts as shown in this record. The prayer of the petition will therefore have to be denied.

Prayer of petition denied.

By order of the commission this 11th day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1156.

E. D. Jacobus

v.

Chicago, Milwaukee & St. Paul Railroad.

In the matter of an application of the complainant for an order to prevent the removal of the stock yards at Itasca, Ill., on said railroad.

This is an application by the plaintiff for a restraining order. The complaint shows that the defendant road was about to remove their stock yard at Itasca and had notified defendant that they would do so on March 4, 1912, and prays the commission to enter an order that such removal should not be made until a hearing could be had on the merits of such cause and then such an order made as the facts would justify.

The commission have informally interviewed the respective parties in relation to the subject matter and after such informal hearing it was suggested that a temporary order be made directing that said stock yards should not be removed before a hearing was had and by consent of both parties to this matter it is hereby ordered that said stock yards shall remain in the city of Itasca undisturbed as a public stock yard as heretofore to be properly used by the parties using them for the loading and unloading of stock at said village until further order of this commission and this cause is continued by agreement of both parties to the April term of this commission which will be held in the city of Chicago, April 11, 1912.

By order of the commission, Feb. 26, 1912.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1097.

Railroad and Warehouse Commission
on relation of
Equality Commercial Association
v.
Louisville & Nashville Railroad Co.

In the matter of relocation of depot at Equality, Ill.

The petition herein asks for the relocation of the depot in the village of Equality, Ill., and states that the depot is situated in the extreme southwestern part of said village and barely within the limits of the same, and that by reason of its location it is impossible for said village to build side walks to said depot; that there is a deep ravine or gulch between the depot and village and that every year the back water gets up into the ravine and shuts off the public from direct access to the depot; that the depot is in many other ways inadequate and inconvenient and unsafe for the transaction of the public business of that community;

The petition further states that many years ago the depot was located at another point in said village, and for reasons unknown, was changed to its present location, and that said railroad company has frequently promised to move said depot from its present location to another location hereinafter described, but that said railroad company has failed to comply with these promises.

The record shows that before the present railroad was built, the Alton & Shawneetown Railway Company obtained the right of way for road, including lot twenty-one in the village of Equality, which was donated to it for depot purposes, and the right of way including said lot passed into the hands of the St. Louis & Southeastern Railroad Company which built the road on said right of way and erected and for some years maintained a depot on said lot; said depot was afterwards destroyed by fire and when the present railroad company erected a new station, it was built about twenty-eight hundred feet west of the old depot site, and has since been maintained at that point, and is the building and location now complained of.

The record shows that the ground where the depot is now situated is very low, and the evidence also shows that the railroad company has been compelled to put the first floor of the station about six feet above the ground, in order to keep it above high water, and the entrance to the depot is over a flight of stairs consisting of six steps.

The record also shows that the platform in front of the depot is on a level with the floor of the baggage car when the train is standing in front of the depot and that the express and baggage are run out on trucks over gang planks that are placed on the floor of the baggage car and the depot platform; that when the baggage car is stopped in front of the platform to unload express or baggage, if the train is going east, the coaches are entirely west of the platform and the lowest step about twenty inches above the ground, and when the train is going west the coaches are east of the platform and the lowest step about twenty-six inches above the ground. It is claimed that it is dangerous and inconvenient both in entering and leaving coaches. It also appears that when they are loading and unloading baggage and express, the public is compelled to pass under these gang planks, and it is insisted that this is both inconvenient and dangerous.

The record shows that the present location of the depot is about twenty-five hundred or twenty-six hundred feet from the business portion of the village; that there is a deep, wide ravine or gulch between the present depot and the business portion of the village; that the water backs up in this ravine every year and sometimes three or four times between the first of January and the first of April, and remains sometimes for a period of six weeks, and that during these periods the only means of access from the

business portion of the village to the depot and from the depot to the business portion of the village, is to go down a street about midway between the two depot sites to the railroad and walk down the track over the trestle work that crosses this same ravine and on to the depot. The testimony shows that this is very inconvenient and expensive in handling freight and dangerous to pedestrians going up and down the railroad track or the right-of-way, and that such traffic is in direct violation of the notice of the railroad company along such right-of-way which reads "No Trespassing Allowed."

The record further shows that the farming community west of the depot and the inhabitants of the village east of the depot are practically shut off from the use of railroad and depot every year for a period of from four to six weeks.

The record further shows that it would be very impractical and very expensive, if at all possible, to build a street and side walk sufficient to accommodate the public from the business part of the village to the depot, where the same is now located; that the present sidewalk is graded as high as it is possible to grade the street, and yet the water runs over it several feet every year for quite a period each year.

The record shows that the lot where the complainants desire the depot to be located, is about twenty-eight hundred feet further east, and that the water has not disturbed said locality, and that the depot could be built upon the ground, whereas it is now six feet above the surface, with nothing under it, which makes the depot exceedingly hard to heat and very uncomfortable for the winter season of the year, whereas this could all be avoided if the depot was located upon the lot referred to. This lot the record shows, was originally used by the railroad company for a depot.

The record further shows that the lot upon which they desire the depot re-located is about five hundred or six hundred feet from the main business portion of the village, and that the public in coming into the village of Equality, in a large measure, pass along the public highway where they desire the depot re-located, and that said re-location is much more convenient both for the country people of the entire vicinity and the people of the village as well.

The record further shows that during all of those high waters all of the freight has to be trucked up the railroad track about fourteen hundred feet and then hauled up a steep grade to the business houses of the village.

There is no particular controversy over the facts as above stated; there are two contentions made by the defendant road; first, that the objections urged by the petitioners are to the topography of the country, and that they are not responsible and should not be so held for the overflow of the water and the general condition of the ground in that locality; second, that having a depot in the village of Equality, the commission has no power or authority to direct any re-location, and the the railroad company insists that they are the sole judges of where the depot shall be located.

We agree with counsel for the defendant road as to the general principle that the railroad company is given power "to erect and maintain all necessary and convenient buildings and stations, fixtures and machinery for the construction, accommodation and use of passengers, freight and business interests, or which may be necessary for the construction or operation of said railway."

We also agree with counsel for defendant that the statute requires all railroad companies to erect depots at all towns and villages on their respective lines of road, having a population of two hundred or more, but it does not prescribe where such depots shall be located or built, and we disagree with counsel in the statement that that matter is left entirely to the discretion of the railroad company.

It may seem at first that the statement made by the defendant, that the railroad company is in no way responsible for the topography of the country or the fact that there is a deep ravine and that the water overflows, etc.,

is true, yet it will hardly be contended that under the laws of this State as construed by the courts, that the railroad company in locating its depot, has complied with the statute if it builds a depot at a point within the corporate limits of the village, where by the nature of the ground or the overflow of water, it would be inaccessible to the business interests of the village and to a large number of citizens. The object of the statute in requiring railroad companies to build a depot in all villages of two hundred or more inhabitants, was for the purpose of giving the business interests and the citizens of the community proper accommodations both for passenger and freight traffic; a depot would be entirely useless in a village unless citizens can have access to it, and the commission believes that a fair construction of the statute in relation to the location or re-location of depots, would be that it is the duty of a railroad company to locate its depot in the best possible place in order to accommodate, at the least expense and inconvenience, the citizens of the village in which such depot is located. The statute provides that such depot shall be kept comfortable for passengers; it shall be kept open and lighted prior to the arrival and departure of trains; that there shall be suitable platforms for ingress and egress to said depot and to said trains, all of which clearly indicates the general intention of the statute—that the railroad, being a common carrier, shall so operate its road, and so locate, furnish and keep its depot, as to accommodate the public.

It is evident from the record that the depot in the village of Equality is not located in the best place for the convenience of the citizens and business interests of the village, and it is evident that on account of its present location, there are four to six weeks each year when the public is practically cut off from ingress and egress to said depot in the usual way; it is also evident from the record that at such times people are compelled to travel up and down the railroad track for several hundred feet, which is dangerous as well as inconvenient, and that in doing so, are trespassers upon the right of way of the railroad company.

It is also evident from the record that if it is possible, it is not practical to build a suitable sidewalk from the village to the depot, and the commission feels that the defendant road should not place an unnecessary burden upon a village by locating its depot at a point where it would be very expensive, if not entirely prohibitory, to build a proper street and sidewalk to said depot, and especially is that true, when by the re-location of its depot a few hundred feet away, the distance from the business interests of the village to the depot would be very materially lessened, and a much larger community accommodated, not only from the village but from the country roundabout.

It is also manifest that a depot upon stilts six feet high, will necessarily be very hard to keep warm and comfortable in the winter time, as is stated in the record.

While we realize that the courts in construing the statutes, have said that when a depot is once located by the railroad company, which reasonably accommodates the public, they cannot be required to build an additional depot or re-locate the present one, that is not applicable here, as the facts in the case referred to are far from being the facts in this case, and the commission holds, under this record, that the present depot is not properly located for the reasonable convenience of the citizens of the village of Equality. The demand here by the petitioners is not for an expensive or an elaborate depot, the record showing that they would be contented with the same depot re-located where it would be more convenient and safe and could be made more comfortable, and in this case the commission finds that the present location of the depot is inaccessible and inconvenient and is so located on account of conditions over which there is no controversy, that there are long periods each year when the people are practically cut off from the use of said depot for passenger and freight service, and that the depot in its present location does not reasonably serve the community for the reasons hereinabove indicated; that the manner of loading express and

baggage is dangerous and that the people being compelled to travel up and down the railroad track and on the right of way is also dangerous and against public policy and should not be permitted by the defendant road, and their depot should not be so located as to require the citizens to violate the law by trespassing upon their track or right of way.

The commission further finds that said lot twenty-one referred to, where said depot was formerly located, is a proper location for a depot; that the present depot moved there or one located there will properly and reasonably serve the public; that such location will be more convenient and much less dangerous to the public than where said depot is now located.

The commission being fully advised, it is hereby ordered, adjudged and decreed that the said defendant road on or before Aug. 1, 1912, either remove its present depot to said lot twenty-one referred to in the proceedings herein, or erect a suitable depot on said lot for the use and convenience of the citizens of the village of Equality.

By order of the commission this 16th day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1138.

Railroad and Warehouse Commission
on relation of
Citizens of Flora
v.
United States Express Company.

In the matter of application for express delivery service, and fixing of district for such delivery.

Judge B. D. Monroe and Mr. R. S. Jones for the Complainants.

Mr. Frank H. Platt, by Mr. B. P. Kerfoot, for the Defendant.

This is an application made by the citizens of Flora for an order fixing the territory or district within which the respondent express company shall hereafter deliver all merchandise, property, parcels, packages, money and other commodities transported by them to the consignees.

Section 9 of the Act defining and regulating express companies and carriers within the State of Illinois, and placing them under the jurisdiction and control of the Illinois Railroad and Warehouse Commission, reads as follows:

"The Railroad and Warehouse Commission may, upon complaint or its own initiative, after notice to the express companies or carriers by express affected, fix and determine the territory in any city or village in this State having a population of 2,500 or more inhabitants according to the last preceding United States census, within which territory such express companies and carriers by express shall thereafter deliver all merchandise, property, parcels, packages, money and other commodities and things transported by them to all consignees within such territory at the place of address as directed on the package, parcel, commodity or thing transported, and thereafter all such express companies and carriers by express shall deliver all merchandise, property, parcels, packages, money and other commodities and things transported by them, and each of them, to all consignees within such territory, at the place of address as directed on the package, parcel, commodity or thing transported. Any such express company or carrier by express, or any officer, representative, servant, agent, lessee, trustee or receiver of such express company or carrier by express, who knowingly

violates any of the provisions of this section, shall be fined in any sum not more than one hundred dollars, to be recovered in an action of debt in the name of the People of the State of Illinois."

The record shows that the city of Flora is located in Clay county, Ill., at the intersection of the Beardstown & Shawneetown Division of the Baltimore & Ohio Southwestern Railroad Company with the main line of that road, extending through St. Louis, Mo., to Baltimore, Md., and New York, N. Y.;

That the respondent express company is the only express company doing business in the city of Flora, being the express company doing business on and with the Baltimore & Ohio Southwestern Railway Company at this point.

The record further shows that the city of Flora has a population, according to the last preceding census, of more than 2,500 people.

The record further shows that the city of Salem, within a few miles of the city of Flora, with a less population than Flora, where there are two express companies doing business, they maintain free delivery. That in the city of Fairfield, with a population less than Flora, with two express companies, they maintain free delivery. That at Altamont, with a population of but little over half that of Flora, with three express companies, they maintain free delivery. That the village of Kinmundy, with a population of only 600 people, has two express companies with free delivery.

These facts, while not necessarily material in the consideration or disposition of this case, may properly be considered as showing what express companies are doing under similar and much less favorable circumstances.

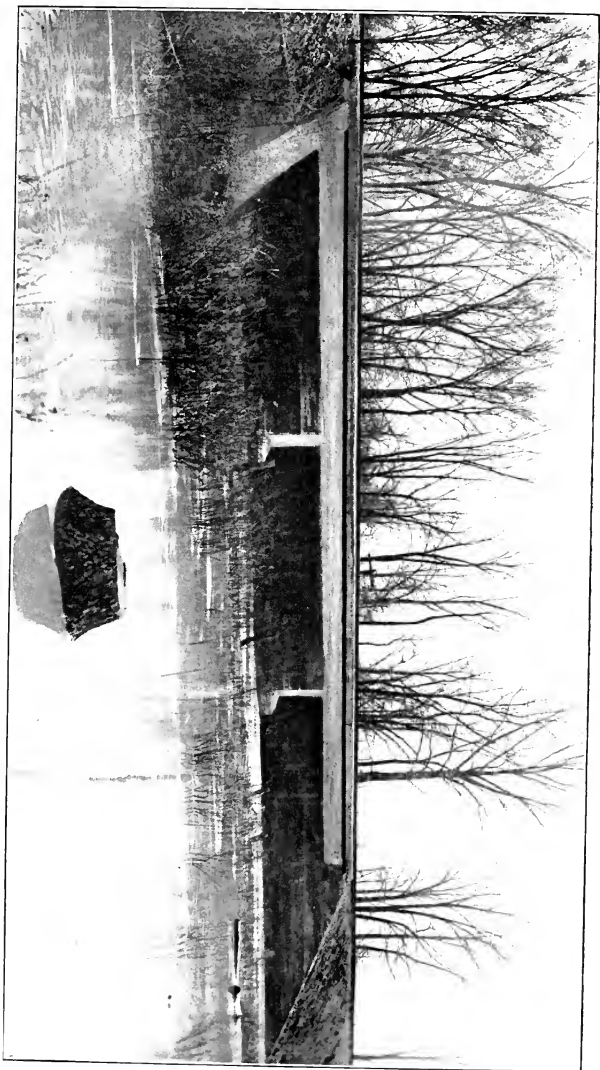
The respondent company in its brief and argument contends that the commission has no jurisdiction to enter an order in this proceeding. The commission holds that under the law it has no jurisdiction and power.

It is also contended that the commission has no power to enter an order that would confiscate the property of the express company, or prevent it from doing interstate business by placing unnecessary or improper burdens thereon.

The commission does not claim that it would have any power or authority to place such a burden upon any common carrier, as to prevent it from transacting business, or such a burden as would, in the language of defendant's counsel, "confiscate the property of the express company;" neither would the commission contend that the Act above referred to required the commission to grant an order upon petition made by any citizens, unless the facts justified such order to be made after a hearing.

The commission holds that when an application is made for free express delivery and to fix a territory therefor, that upon a hearing such testimony should be introduced as would satisfy the commission that the situation at that particular place warranted a free delivery system. The commission in determining applications of this kind should and does take into consideration various elements, such as convenience to the public, the duty of the common carrier to the public, the relative quantity of traffic involved, the relative cost of the service rendered and whether or not the same would be profitable or unprofitable to the company.

The respondent company sought in the testimony to show that the streets of the city of Flora were in such condition at times, as to prevent delivery being made, and therefore no order directing delivery at any time should be made. While there is much truth in the statements as to the condition of the streets in the cities of Illinois at certain times of the year, yet if that were to be considered as a reason for the non-delivery by express companies, most Illinois towns would be barred at certain seasons of the year, and the same argument might easily be applied against rural delivery of the mail, but the law does not require an impossibility at any time and would not require an impossibility in delivery by express companies any more than the government requires an impossibility in the delivery of its mail, and the question recurs upon the reasonableness of delivery under reasonable circumstances, all of the elements mentioned herein being considered.



Baltimore & Ohio Southwestern R. R. Concrete Bridge, Clay City, Ill.

The record in this case shows that the gross receipts of the express company at Flora for the year ending Nov. 1, 1911, were \$15,418.90; counsel for defendant spends considerable time in attempting to show that the necessary expense and charges to be deducted from this sum are of such an amount as to leave an insufficient sum as net profits to justify free delivery in the city of Flora.

With this contention of counsel for respondent company, the commission, after careful consideration and examination, cannot agree. The commission therefore holds that the respondent company should make free delivery within the territory hereinafter described. The application is for free delivery within the corporate limits of the city of Flora; from a careful examination of the plat furnished the commission and the record, we find that from the railroad station or express office, it is something like a mile in different directions to the corporate limits of the city of Flora;

The record further shows that much of this is either residence or unoccupied territory, and in the ordinary course of business, comparatively few express packages are sent to residences, the business being almost entirely confined to the business district of the city.

The commission finds that the business interests of Flora are entitled to a free delivery service within the following territory:

Beginning at the depot of the Baltimore & Ohio Southwestern Railroad Company at said express office, thence south along said railroad to Maple street, thence east on Maple street to Sycamore street, thence north on Sycamore street to Seventh street, thence west on Seventh street to the said railroad, thence south along said railroad track to Church street, thence west along Church street to Seminary street, thence south on Seminary street to the Vincennes & St. Louis road, thence east on said Vincennes & St. Louis road to the State road; thence south on said State road to Maple street, thence east on Maple street to the railroad.

It is therefore ordered, adjudged and decreed that the said respondent, United States Express Company, shall, after June 1, 1912, deliver all merchandise, property, parcels, packages, money and other commodities and things transported by them to all consignees within the territory hereinabove described, at the place of address, as directed on the package, parcel, commodity or thing transported.

By order of this commission this 2d day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1133.

Railroad and Warehouse Commission
on relation of
Chicago, Milwaukee & St. Paul Railway Co.
v.
Freeport Railway, Light & Power Co.
Rockford & Interurban Railway Co.

In the matter of failure and refusal to install proper crossing frogs and to raise trolley wires to required height at Freeport, Ill.

This is a complaint by the Chicago, Milwaukee & St. Paul Railway Company against the respondent roads for failure and refusal to install proper crossing frogs and to raise trolley wires across said road to proper height.

The matter coming on for hearing, and it appearing to the commission that there is no substantial difference between the respective parties as to the facts in relation thereto, and the commission being fully advised in the premises;

It is therefore directed that the said Freeport Railway, Light and Power Company at once proceed to put said crossings in safe and passable condition to the satisfaction of this commission, and

It is further ordered that there shall be installed at said crossings proper crossing frogs within sixty days from this date;

That said Freeport Railway, Light and Power Company prepare plans for the installation of such crossing frogs and the manner of their installation, within thirty days from this date, and submit the same to the Chicago, Milwaukee & St. Paul Railway Company for examination, and to this commission for examination and approval, and that said Freeport Railway, Light and Power Company proceed with all due haste with the necessary preparations for the installation of said crossing frogs, as soon as said plans are approved by this commission, same to be completed within sixty days from this date.

It is further ordered that the said Freeport Railway, Light and Power Company raise its trolley wires to the height of twenty-five feet above the tracks of the Chicago, Milwaukee & St. Paul Railway Company at said crossings, and that they install such trolley crossing in a permanent manner, and report that fact to this commission as soon as completed, and that they be completed within thirty days from this date.

By order of the commission this 15th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1159.

Railroad and Warehouse Commission
on relation of
H. H. Stanley, et al,
v.
Chicago & Eastern Illinois Railroad Co.
Chicago, Burlington & Quincy Railroad Co.

In the matter of petition for station facilities at Hudgens Junction, Ill.

The petition in this case shows that Hudgens Junction is located at a point where the Chicago, Burlington & Quincy Railroad forms a junction with the Chicago & Eastern Illinois Railroad.

It alleges that there are no arrangements made at said junction for any station or freight accommodations; it further states that the nearest railroad point south is Goreville, five miles; that the nearest railroad point north of Hudgens Junction on the Chicago & Eastern Illinois Railroad is Marion, eight miles; the nearest station north on the Chicago, Burlington & Quincy Railroad is Herrin, fourteen miles.

This record shows that at Hudgens Junction is a crossing of the Chicago, Burlington & Quincy Railroad with the Chicago & Eastern Illinois Railroad, and that there are no buildings of any kind or character at that point.

The record further shows that Hudgens Junction is located immediately on top of what is known as Saline Bluff; that Saline creek flows under a bridge that is seventy-eight feet high; that is the condition of the approach on the south, west and east sides; on the north side immediately towards Hudgens there is an inlet, but it is a small, narrow, bad road, not more than fifteen or twenty feet wide.

The record further shows that it would be practically impossible from an operating standpoint to stop trains at Hudgens Junction on account of the grade and other surrounding conditions.

The record further shows that there is a small village called Hudgens two miles north of Hudgens Junction; that at said point there are two stores, a postoffice, a blacksmith shop and a mill; that there are a couple of churches and school houses nearby.

It further appears from the record that there is a station at this point where they receive and discharge passengers and freight, and that the service is satisfactory to the community at that point, and that quite a large business is done for a small place.

It further appears from the record that the railroad company was given the right-of-way through sixty acres of ground 150 feet wide, and the village was surveyed at this point at the time of the building of this road;

It further appears from the record that a petition was filed in this proceeding by a large number of citizens nearby Hudgens, asking that the commission do not remove the station from Hudgens to Hudgens Junction, and also opposing the locating of any station at Hudgens Junction.

The evidence clearly shows that the country round about Hudgens is a fine farming country; that the public roads are in good condition and that the inlet and outlet at Hudgens is good, while the record as strongly shows that the inlet and outlet at Hudgens Junction is very poor.

It further appears from the record that at the village of Hudgens the railroad company has a station track, team track and stock pens, all of which would have to be removed if the change was made to Hudgens Junction.

It further appears from the record that it would be impractical to locate them at Hudgens Junction, and from the record, as shown by the petition of citizens, it appears that a larger number of the citizens of the community will be accommodated by allowing the station tracks and yards to remain at said station of Hudgens; it would also work a great hardship on the persons who have located at Hudgens in view of the tracks and yards having been located there.

For the above reasons the prayer of the petition must be denied.

By order of the Commission this 11th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1147.

Railroad and Warehouse Commission
on relation of
The Woodland Clay Company
v.

Chicago & Eastern Illinois Railroad Co.

In re refusal to permit switch connection at Woodland, Ill.

The complainant, the Woodland Clay Company, is a corporation of the State of Illinois, engaged in the manufacture of drain-tile at Woodland, county of Iroquois, State of Illinois.

The defendant above named is a common carrier engaged in the transportation of freight and passengers by railroad, doing business in the county of Iroquois and State of Illinois, and running through the said village of Woodland, near the industry of the complainant.

The record shows that the complainant has a drain-tile factory located at Woodland within about six hundred feet of the tracks of the defendant road;

That the complainant applied to the defendant road to furnish it an industry track having physical connection with the tracks of defendant road at Woodland, and running to the plant of said complainant for the purpose of shipping drain-tile and other products from its factory.

The record further shows that at one time the defendant agreed to furnish complainant with such a track under certain conditions, which conditions the record shows were never entirely agreed upon by the respective parties.

Since that time the record clearly shows that the complainant has made additional applications to the defendant to furnish it with said industry track and has tendered its freight in carload lots to the defendant.

The record further shows that a track of this character, if constructed, would be reasonably practical and could be operated with reasonable safety, and would furnish sufficient revenue paying business to said railroad company to justify the construction, maintenance and operation of such a track.

The answer of the defendant road admits that it is a common carrier engaged in the transportation of freight and passengers; admits that the complainant is engaged in the manufacture of drain-tile at Woodland, in the county of Iroquois, State of Illinois;

The answer denies that the complainant has built any track leading from its said factory to the right-of-way of the defendant road, but states that until the complainant constructs a track leading to the right-of-way of the defendant road, there is no legal obligation upon said defendant to provide a switch and track.

It appearing to the commission from the statements of the respective parties herein, that for a considerable period of time there has been an attempt made from time to time between the respective parties to agree upon some plan in relation to such industry track, and the matter of the location and construction of such a track having been by this commission referred to its Consulting Engineer, and he having reported thereon, which report is a part of the records herein, and the commission being fully advised in the premises, finds

That the complainant herein, the Woodland Clay Company, is entitled to a track connection with the said defendant road on the following conditions:

That the said complainant, the Woodland Clay Company, shall proceed at its convenience to build a single track of standard gauge from its said industry or factory to the right-of-way of the said defendant road; that the said track shall be built according to and over the route provided for in Railroad and Warehouse Commissioners' map No. 7, which is herein referred to for certainty; that the same shall be built of substantial material and well constructed for practical switching purposes, and when so completed, subject to the approval of this commission;

It is further ordered by the commission that when said track is so built to the right-of-way of the said defendant company, the said defendant company shall construct, maintain and operate upon its own right-of-way a switch having a physical connection with the elevator track located on its right-of-way and extended with a track having physical connection with the track of the complainant when constructed, all as indicated on Railroad and Warehouse Commissioners' map No. 7, and hereinabove referred to.

The commission further finds that the location of the switch and track connection provided for on said Railroad and Warehouse Commissioners' map No. 7 is a reasonable and practical one, and that the same can be built and operated with reasonable safety; and the question of the division of the expense covering the construction of said industry track, and the compensation to be allowed therefor, it is hereby reserved by this commission for further hearing and order;

It is further ordered that the said defendant road shall within fifteen days after said track is properly built from the factory of said complainant to the right-of-way of the defendant road, and accepted by this commission, construct said switch and track connection, to be located on its right-of-way and physically connected with the track of the complainant.

By order of the commission, this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1157.

Railroad and Warehouse Commission
on relation of
M. M. Clark

v.

Chicago, Peoria & St. Louis Railway Co. of Illinois.

Refusal to switch cars of coal from Illinois Central Railroad to sheds of complainant located on the Chicago, Peoria & St. Louis Railway at Havana, Ill.

The complaint filed in this case charges the defendant company with having refused to switch cars from the Illinois Central Railroad (with which it is connected by a switch) to the sheds of complainant located on a switch track of the defendant road, and that as a result of such refusal, the defendant road has discriminated against the complainant.

The complainant also charges that the defendant road has been switching and is now doing switching for the Havana Metal Wheel Co. and the Crescent Forge & Shovel Co. from the same railroad and on to the same track.

The defendant road admits the refusal to switch such cars upon the ground that the tracks to which they are desired to be switched from the Illinois Central Railroad are team tracks, and that they are not required to accept and switch cars from another road on to their team tracks. The main question presented therefore is whether or not the complainant's sheds are located upon what is known as an industrial track or a team track.

The record shows that about seventeen years ago one of the tracks in question was built by the defendant road for the purpose of accomodating at that time the Havana Electric Company, which side track connects with the main sidetrack of the defendant company. The track referred to as a spur track as well as the main switch track, are claimed by the defendant to be team tracks, and for that reason they cannot be required for the regular switching fee to switch cars from the Illinois Central Railroad thereto.

It appears from the record that the defendant road has been switching cars for the Havana Manufacturing Co. and the Metal Wheel Company at the rate of ten cents per ton, which cars came from the Illinois Central Railroad, and it also appears that said defendant is the owner of the tracks over which this switching was done, and that the complainant's bins were located upon said tracks. It is a rule of law well recognized that a common carrier must treat all shippers alike, and it appearing that such switching was done for other persons as herein stated, it follows that switching of the same character must be done at the same price for the complainant.

In the defendant's contention as to team tracks, the commission holds that the evidence does not justify the defendant road in its contention that the spur track, built by them for the Havana Electric Company, is a team track, but the evidence shows clearly that it is an industrial track or private track, and upon this track is located one of the bins of the complainant, and this is the track to which the defendant road refused to switch cars from the Illinois Central Railroad.

The commission believes that the record does justify the contention of the defendant road that the main switch is its team track, therefore defendant could not be required to switch cars from the Illinois Central Railroad to the bin of the complainant located upon said team track.

The defendant road could not at the time it connected its railroad with the Illinois Central Railroad, have been compelled to do so, but having done so, and having by its own action created the facilities for the handling of such business, and since the delivery asked to be made was over and upon an industrial track or track used and regarded as a private switch, the defendant road has no right to charge any sum in excess of what it is permitted to charge for switching from a private switch, and no greater sum than it charged others for the same service:

The commission therefore holds that the track known as the spur track is an industrial track; that the main switch referred to in the testimony is a team track:

The commission further holds that the defendant road in refusing to deliver cars from the Illinois Central Railroad to said spur track for the complainant at his sheds thereon, was not justified in such refusal, but should have switched said cars as requested by the complainant:

It is therefore ordered, adjudged and decreed by the commission that the said defendant road hereafter comply with the request of the complainant to switch cars from the Illinois Central Railroad to said spur track, and to perform such switching for the regular industrial switching charge.

By order of the commission, this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1165.

Railroad and Warehouse Commission
on relation of
Atwood-Davis Sand Company
v.
Chicago & Northwestern Railway Co.

In the matter of unjust discrimination by excluding complainant from shipping zone of Fox River district and charging higher rate.

The complainant, the Atwood-Davis Sand Company, a number of years ago, after a number of conferences with the officials of the Chicago & Northwestern Railway Company, located a plant on their line about ninety miles from Chicago between Roseoe and South Beloit; the product of this plant is washed sand and gravel, the dirt being taken out of the sand and gravel by water, and by a system of screens the sand and gravel being graded.

The record shows the plant was built with a view of disposing of its products on the Chicago market, and without such market it would probably be unable to operate, there being but very few plants of this character in the territory within 100 miles of the city of Chicago and the product being very largely used in the city of Chicago.

Its capacity is about forty cars per day during the proper season or approximately two train loads; the season for work is from the opening spring time until cold weather sets in in the fall.

The other plants of a similar character and producing the same or substantially the same product along the line of the Chicago & Northwestern Railway are at Cary, Crystal Lake, Algonquin, Elgin and Carpentersville; these plants are located from thirty-eight to fifty-five miles from Chicago.

When this plant was located the freight rates on the product were fixed at one quarter of a cent differential over the plants mentioned above, and they were placed in the zone or group so far as freight rates were concerned, where the distance varied from thirty-eight to fifty-five miles. At the time the differential of one-quarter cent was placed, it was more than offset by the absorption of switching in Chicago when the material went off the line, and hence made no difference between the respective producers and sellers of this product, so far as freight rates were concerned.

Recently the railroad company has declined to absorb switching and the complainant does not get the benefit of it as heretofore, the result of which is to make the one-quarter cent differential a very much more important factor than heretofore, and it is contended by the complainant that the changes made by the railroad company in freight rates and their refusal to absorb Chicago switching is detrimental to their interests and is a discrimination against the complainant and in favor of the other industries producing the same product.

The complainant insists that all shippers or producers of a like product to a like market within a reasonable distance, should have like transportation, and insists that it is the custom and practice of the defendant road, as well as other railroad companies to form certain groups or zones covering certain territory, wherein the producer of the same material would get the same shipping rates for the same market, and that the defendant road has voluntarily made such zones for many kinds of products and for the benefit of many industries of a similar character shipping to the same market, and that the other plants herein referred to, are covered by what is known as the Fox River shipping group or zone, although they vary in distance from thirty-eight to fifty-five miles, and the complainant insists that such Fox River group or zone should be enlarged to cover the plant of complainant; and it is further contended that because this railroad company has extended zones to other industries producing like products at a much longer distance than it is to the sand and gravel industry and product, that it thereby discriminates against that product and against that industry, and prays the commission to either fix the rate the same as the industries producing the same product in the Fox River zone is fixed, or enlarge the Fox River zone so that it may cover the territory where the complainant's industry is located and product produced.

It is insisted by the defendant road that the rate fixed for transportation of the several products of the several plants is a reasonable one, and that because of the difference in the distance between the complainant's plant and the other plants, the complainant should pay a greater rate; that because the rate is reasonable, the commission should not make any change in the rate; the defendant road further denies the power of the commission to establish zone rates;

It is further contended by the defendant road that the complaint does not state that the rates charged are in and of themselves unreasonable, and therefore the commission has no power or authority to in any wise interfere or pass upon or enter an order in relation to the matter in controversy.

An examination of the complaint will show that it charges that the defendant road unjustly discriminates against it by excluding the plant and product of the complainant from the sand and gravel shipping zone known as the Fox River district, and also by charging a higher shipping rate than is charged the shippers located in said district.

The question presented by this record is a very important, as well as an interesting one. While it is denied by the defendant road that the commission has any power to fix a zone for the equalization of rates from the same industries for the same products for a greater or shorter distance, it is also admitted that not only the defendant road, but many other of the roads have voluntarily and for the purpose of equalizing rates and placing upon an equality certain industries and certain products, although at various distances from the central market, created such zones, and that the defendant is now operating its road in the said zones for various products;

Without determining at this time either the legality or the power of the railroads thus to fix zones or, the power of the commission to fix such zones, the commission deems it sufficient for it to accept for the purpose of this case, the voluntary act of the defendant in fixing zones for shipment of various products for various distances at the same rate, and the defendant having done so of its own volition, the question is whether or not it can make a zone putting certain products upon the same basis or under the same rate for from twenty to one hundred miles, and refuse to put other products in a zone for a similar distance, each of said products being destined to the same central market, and over the same common carrier: not only the defendant road, but many other roads have for years and are now operating zones upon the theory that within a reasonable distance from the same central market producers of the same material, depending upon the same market, should have the same freight rate, and it would appear from the number of zones thus created, that the railroads have recognized the justice of an arrangement of this kind and made groups of various distances under a blanket rate to the central market, and have gone so far in some instances that it might be said they had made them regardless of the length of the haul.

Upon examination of a number of the groups or zones cited from the record, being taken from the tariffs of the defendant road, they become very interesting and important:

"WASHED SAND AND GRAVEL ZONE, TAKING SAME RATE TO CHICAGO (See (A), page 6, Exhibit 'A': complainant's plant out). Haul 38 to 55 miles." Average haul 46 1/5 miles.

If this zone was extended to plant of complainant, as complainant desires, it would be as follows:

Haul 38 to 90 miles. Average haul 53 1/2 miles. Increase of average haul 7 3/10 miles. Average haul 40 per cent greater than short haul.

"SOFT COAL ZONE, TAKING SAME RATE TO CHICAGO (See (A), p. 1, Exhibit 'A.'). Haul 33 to 109 miles." Average haul 69 miles. Average haul 110 per cent greater than short haul.

"ICE ZONE TAKING SAME RATE TO CHICAGO (See (A): p. 2, Exhibit 'A.'). Haul 17 to 91 miles." Average haul 54 miles.

"LIME, ETC., ZONE, TAKING SAME RATE TO CHICAGO (See (B), p. 2, Exhibit 'A.'). Haul 85 to 185 miles." Average haul 142 miles. Average haul 67 per cent greater than short haul.

"LUMBER ZONE, TAKING SAME RATE TO CHICAGO (See (A), p. 3, Exhibit 'A.'). Haul 32 to 117 miles."

Cary is in this group; also Beloit.

"COMMODITY RATES SAME TO CHICAGO (See (B), pp. 3 and 4, Exhibit 'A.'). Haul 12 to 90 miles."

"GROUP RATES ON COMMODITIES TO CHICAGO (See (A), pp. 4, 5 and 6, Exhibit 'A.'). Haul 20 to 140 miles."

Complainant's plant and pit, and also many of Fox river plants included in these groups.

"SAND ZONE ESTABLISHED BY ROADS OTHER THAN DEFENDANT, TAKING SAME RATE TO CHICAGO (See (B), pp. 6 and 7, Exhibit 'A.'). Haul 23 to 92 miles." Average haul 43 miles.

"PAPER GROUP OR ZONE, comprising all points where PAPER MILLS ARE LOCATED, TAKING SAME RATE TO CHICAGO GROUP POINTS (See (B), p. 8, Exhibit 'A.'). Haul 177 to 275 miles." Average haul 222 miles.

Above illustrations are sufficient to demonstrate the statement above made. Many more could be given from the tariffs showing even greater differences in zones than some of the ones mentioned. Examination of one tariff shows a rate on lumber to Chicago from Wayne, Illinois, 35 miles, nearest point, and the same rate from Freeport to Chicago, 121 miles; also from Roscoe, Illinois, 85 miles, and from Evansville, Wisconsin, 107 miles, and in these zones is located the complainant's industry. This shipping

zone extends from Barrington, Illinois to Freeport, Illinois, with a variation of 32 to 121 miles, and includes the industry of complainant, also the points of the Fox River district.

An examination of the tariffs shows conclusively that practically every kind of product and commodity is handled in and around Chicago in zones greater than the Fox River zone. No reason has been given either in the testimony or in the arguments, why the sand and gravel zone has been limited to fifty-five miles nor why the railroad company refused to extend it to ninety miles for the industry of the complainant, producing the same product to the same market, while their own tariffs show zones carrying practically all kinds of raw materials, as well as the finished article, at the same rate where the differences vary more than they would if the Fox River zone was extended to the industry of the complainant.

In Interstate Commerce Commission Opinion No. 1830, Case No. 4074, in discussing a similar principle, the Commission says:

"It frequently happens that group rates are the most just, and promote, in the highest degree, healthy competition. Whether a coal mine can sell in a particular market usually, depends upon its rate of freight, and it is the almost universal custom to create groups which embrace certain mines, giving to all these mines the same rate, even though the distance may be different."

It is evident from the record in this case that the producers or shippers of almost every kind and character of product within a radius of 100 miles of Chicago, are within a zone which makes a rate upon such shipments equal, except on the product of sand and gravel, which seems to be limited in a zone of fifty-five miles.

Assuming, for the purpose of this opinion only, that the defendant road, for the purposes of economical and beneficial transportation, created the zones or groups shown in the record in this case, and which appear in their respective tariffs, and for the further purposes of promoting and encouraging industry and genuine competition, by putting the rate for similar products in a large territory upon the same basis to a central market, it therefore naturally follows and is equally true that the defendant road in creating such zones and groups, must deal alike with all industries and products and not discriminate against any one industry or product.

We are not at this time discussing the question of long and short haul, or the statute in relation thereto, or the question of making a rate for a long or short haul by this commission, but we are assuming that what the defendant road has done voluntarily was proper for it to do, and that such action was in the interests of the public as well as itself, and for the purposes of this hearing the defendant road is bound by its own action in relation thereto.

The commission finds from the record in this case that the defendant road has made a large number of zones or groups varying in distance from thirty to more than 100 miles, and that it has fixed the same rate in each of said zones or groups for similar products therein.

The commission therefore holds that the defendant road, having made such zones or groups in said territory and having zones and groups for various products and industries covering the same territory of the petitioner's industry, that to refuse to place the petitioner in said zone or group, and thus place said petitioner upon an equal basis with other products and industries of the same character, is discrimination against the petitioner, its industry and product, when compared with other products and industries within the same radius from the same central market.

It is contended by the defendant, and as authority cites the decision of this commission in the Weldron White Sand Company v. C., B. & Q. R. R., page 125 of their Annual Report of 1910, in which decision the commission says:

"All schedules of freight rates made by this commission are made on a mileage basis, and the commission has uniformly held that they are not authorized under the law to make the same rate of tariff for different mileages."

The commission holds that the decision referred to is not in point in this case for the following reason:

In that case the question before the commission was the fixing of a rate. In this case the commission is not asked to make a rate, and is not assuming to make any freight rate or any schedule of rates or change any rate now in effect.

It also appears from the record that the cars of the defendant road that are used by the complainant are cars that have been shipped from Chicago to the north and northwest loaded, and are on their return to Chicago, and as a rule are stopped on this return trip and loaded at the industry of the complainant. While this is not all-important, it is a circumstance to be taken into consideration in determining the actual cost of transportation.

The record also shows that the equipment furnished the industries within the present Fox River zone is sent out directly from Chicago for the use of the industries in that zone, and it is fair to presume that the expense of furnishing cars to the complainant herein is not more, and is possibly less, to the defendant road, than to furnish cars to the industries within the Fox River zone.

It also appears from the record that the complainant or complainant's immediate successors were encouraged by the defendant road to locate said industry upon said road and at the point where located, and while no specific agreement appears in the record, there are many circumstances that point to the fact that the complainant expected that the rate from his industry to the central market, which was Chicago, would be the same as from any other industry in that territory.

It appears from the record in this case that the defendant company has created zones or groups of sufficient size and are hauling the products of various kinds, a greater distance at the same rate in said zones or groups, than would be necessary for them to do, were they to extend the zone or group and include the petitioner's industry and product as petitioned for herein at the same rate, and said defendant company having so created said zones or groups for other products and industries covering the territory in which the industry and product of the petitioner is located.

The commission holds that if said defendant road desires to maintain such groups or zones and fix the same rate in said groups or zones, that it should extend the zone known as the Fox River district to include the industry and product of the petitioner herein, and that a failure to do so is discrimination, in that other industries and products of the same distance from the central market have rates and advantages to said central market which are denied to this petitioner;

It is therefore ordered, adjudged and decreed by this commission that the said defendant road shall extend said Fox River district to include the industry and product of the petitioner at whatever rate may be now or hereafter fixed by the defendant road for such Fox River district zone.

By order of the commission this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1124.

Railroad and Warehouse Commission
on relation of
J. L. Frese

v.

Chicago, Burlington & Quincy Railroad Co.

In the matter of application for switch track at Quincy, Ill.

The complaint herein is filed under an Act requiring common carriers of freight to provide and maintain side tracks and connections for shippers and receivers of freight, approved June 14, 1909, in force July 1, 1909.

The complaint alleges and the record shows that the complainant is a merchant engaged in the sale of general merchandise and desires to engage in the coal business; that his place of business is about 200 feet north of the intersection of the road of said company with Twelfth street, extended to the city of Quincy, Ill.

The application is for a switch track of sufficient length to hold three cars, at a point on the road of said company east of said Twelfth street, and at a point contiguous and adjacent to lands owned by the complainant, on the north side of the right of way of said company.

The complaint alleges and the record shows that the complainant has agreed to pay such company the price and cost of making and constructing such switch desired by him, and that he is willing and ready to pay a reasonable price for such construction and to keep up and maintain the same at his own cost and expense.

It appearing from the evidence submitted upon the hearing of said cause that such switch and connection is reasonably practical and can be put in with reasonable safety and will furnish sufficient revenue to such railroad company to justify the construction of the same;

And it appearing to the commission that the complainant has a sufficient amount of land nearby, joining the right-of-way of the said defendant road, for the location of said switch track;

It is therefore ordered, adjudged and decreed by the commission that the said defendant road proceed at once to construct in a proper manner and with proper connections with its said road, said switch track of sufficient length to hold three freight cars, as shown by Chicago, Burlington & Quincy Railroad Company's blue print No. 4877 of date of April 29, 1912, and filed as a part of the records in this case, which blue print shows exact location of said switch track, and is referred to herein for certainty;

And it is further ordered by the commission that the complainant herein, the said J. L. Frese, pay, upon the completion of said switch track, a reasonable cost of the construction thereof, to the said Chicago, Burlington & Quincy Railroad Company, and that he make such guarantee of such payment to said defendant company as may be agreed upon between the respective parties prior to the construction of such switch.

By order of the commission this 18th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1191.

Railroad and Warehouse Commission
on relation of
Mazon Farmers Elevator Company

v.

Cleveland, Cincinnati, Chicago & St. Louis Railway Co.

In re refusal to furnish switch connection at Booth Station, Ill.

The complainant, the Mazon Farmers Elevator Co., is a corporation, incorporated under the laws of the State of Illinois, and is engaged in the business of buying and selling grain, coal, lumber and building material and of storing grain; its principal office is in the village of Mazon, county of Grundy, Ill., where it has a grain elevator and also has a grain elevator at Gorman, Ill.

The complainant, in addition to the elevators mentioned, has a warehouse and elevator located at Booth Station, Ill., which station is located on the Cleveland, Cincinnati, Chicago & St. Louis Railway.

The complaint alleges and the record shows the fact, that the complainant has erected a grain elevator and warehouse sixteen feet from the south line of the defendant's right-of-way at said station; that said warehouse and elevator is twenty-four feet square and thirty-two feet in height, and fully equipped as a grain elevator, having an engine, grain carriers, dump, bins and scales, and that at the present time has 6,000 bushels of grain in said elevator, which is ready to be delivered into the cars of the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company;

The complaint charges and the record shows, that the defendant company has for many years last past and is at the present time, operating a side track or switch for the loading and unloading of goods and grain at Booth Station; that such switch is on the same side of the main line of said railroad and runs up to within forty or fifty feet of the premises of the complainant; that the defendant road is now and has been for years, placing cars upon said switch and accepting grain from another elevator located at said station.

The complaint charges and the record shows that on or about the 15th day of February, 1912, the complainant made demand upon the defendant, the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, to provide a side track or switch for the acceptance of its grain, by extending switch the defendant already had located at said Booth Station about 400 feet onto the land of the complainant, and this complainant then and there tendered the cost and expense of such extension; that the complainant had repeatedly since that date up to the present time continued to demand from said defendant that it furnish to complainant, at complainant's cost, an extension or a new switch to its warehouse for the carrying of said grain, which demand the said defendant, the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, has refused.

This complaint is filed under section 3 of an Act regulating the receiving, transportation and delivery of grain by railroad corporations and defining the duties of such corporations with respect thereto, approved April 25, 1871, and in force July 1, 1871, a part of which section reads as follows:

"Every railroad corporation which shall receive any grain in bulk for transportation to any place within the State shall transport and deliver the same to any consignee, elevator, warehouse or place to whom or to which it may be consigned or directed: *Provided*, such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses, where grain is or may be stored."

Section 5, article 13, of the Constitution of 1870, in relation to warehouses, reads as follows:

"All railroad companies receiving and transporting grain in bulk or otherwise, shall deliver the same to any consignee thereof, or any elevator or public warehouse to which it may be consigned: *Provided*, such consignee or the elevator or public warehouse can be reached by any track owned, leased or used, or which can be used, by such railroad companies; and all railroad companies shall permit connections to be made with their track, so that any such consignee, and any public warehouse, coal bank or coal yard may be reached by the cars on said railroad."

The section of the Constitution referred to above, says:

"All railroad companies shall permit connections to be made with their track so that any such consignee and any public warehouse, coal bank or coal yard, may be reached by the cars of said railroad."

The command to the defendant road to permit such connection is absolute and imperative. Its legal duty in the premises is so plain that it should not be questioned.

The defendant is a railroad and a common carrier; it has a side track upon its right-of-way nearby, where the elevator of the complainant is located. The record shows the elevator properly built and equipped, and also containing grain which the complainant desires to ship upon the railroad and cars of the defendant.

The record shows that the complainant has made application to the road for such connection, offering to pay the necessary expenses for such connection, and that without any reasons appearing in the record, the defendant road has refused to make or permit such connection.

The record clearly shows that the complainant has complied with the necessary statutory and constitutional requirements, and therefore is entitled to the connection with the defendant road, to-wit, the Cleveland, Cincinnati, Chicago & St. Louis Railway Company;

It is therefore ordered, adjudged and decreed by the commission that the Mazon Farmers Elevator Company be, and they are hereby, permitted to make connection with the track of the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company, at a convenient point near their said elevator at Booth Station, Ill., for the purpose of receiving and shipping grain and coal as provided for in the statutes and Constitution of the State of Illinois, and that in making said connection, they shall do the same in a way that will not unnecessarily interfere with the tracks and traffic of the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company;

It is further ordered that the complainant at once proceed to build a switch from their said elevator upon the premises belonging to said complainant, directly towards the switch now upon the right-of-way of the said defendant road, and so that the same can be properly connected therewith upon an extension of said switch being made on the right-of-way of the said defendant road to the premises owned by the complainant herein;

It is further ordered that upon the completion of said switch by the said complainant from said elevator to the right-of-way of the defendant road, the defendant road shall immediately extend its said switch track upon its right-of-way to and make connection with the said track of the complainant;

It is further ordered that if the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company desires to make an extension of their said side track at Booth across their right-of-way and across the right-of-way of the complainant to the elevator of the complainant herein, that they shall have the right to do so, and that the said Mazon Farmers Elevator Company shall pay for all of said switch track upon its said premises, a reasonable cost of said construction and connection.

By order of the commission this 18th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1173.

Railroad and Warehouse Commission
on relation of
C. M. Clay Buntain
v.

Chicago & Eastern Illinois Railroad Co.

Petition for re-establishment of stock yards on the north side of Kankakee River in the village of Momence, Ill.

The complaint in this case charges and the record shows that for thirty-five years prior to the fall of 1911, the defendant road had maintained stock yards and scales along its right of way on the north side of the Kankakee river at the outer edge of the village of Momence for the purpose of receiving and shipping live stock.

The record also shows that for the past few years the defendant has maintained a second set of stock yards along its right of way on the south side of the Kankakee River for the same purpose. The stock yards located on the south side of the Kankakee River, by wagon road or street, are approximately two miles from the stock yards on the north side of the river.

The complaint charges and the record shows that in the fall of 1911, the defendant company wrecked the entire stock yards on the north side of the river, taking away the scales, and that it is almost impossible at this time to load or unload cattle from the Chicago & Eastern Illinois Railroad or to receive stock, at such point arriving on said road.

The complaint alleges that the removal of these yards has worked a hardship upon persons living on the north side of the Kankakee River for several miles to the north and other directions from the village of Momence.

The complaint charges and the record shows that persons living on the north side of the Kankakee River are compelled to drive their cattle and hogs two additional miles and through the village of Momence across two wagon bridges over the Kankakee River referred to, or through the Kankakee River at times, to the south yards.

The complaint charges and the record shows that where shippers are compelled to take their stock to the south yards that they have to shut their stock from feed much earlier, start them much earlier, and that frequently they have considerable trouble getting through the village and that when they break away and get into the Kankakee River, the cattle frequently drink such quantities of water, as is very detrimental to them.

The complaint also charges that it is impossible to drive hogs or sheep from the north side across said bridges over the river to load them at the south side, thus compelling the farmers on the north side to haul all their hogs and sheep to market, which they claim could be driven at much less expense.

The complaint charges and the record shows that some of the residents near Momence have driven their cattle several miles further to Grant Park to load them rather than undertake the hardship of getting them to the south side yards, and the complaint asks that an order be made requiring said north side yards to be re-established for the use and accommodation of the farmers and shippers north of the Kankakee River and of the village of Momence.

Generally speaking and under ordinary conditions, a railroad company would not be required to maintain in the village the size of Momence, more than one set of stock yards, but the conditions in this case are out of the regular order. Momence is a village of some 2,500 population, originally located on the north side of the Kankakee River, and its principal business houses and residences as well, are still located on that side of the river, and the railroad station, stock yards, etc., were located on the north side where they remained for some thirty-five years. For convenience sake and

possibly for an extension of room, the railroad company moved some of its terminal facilities to the south side, where it also at that time established stock yards.

It is manifest that the removal of the north stock yards, thus compelling the people north of Momence to take their stock two miles further, and a goodly portion of that distance through the village of Momence and across two bridges over the Kankakee River or through the Kankakee River, is a much greater inconvenience than it would be under ordinary circumstances, the inconvenience being the drive through the village across the bridges or through the river, which is very difficult and not infrequently disastrous to stock, and also across additional railroad tracks, as the record shows. The yards maintained on the north side originally seem to have been quite extensive—they were also fitted up with a pair of scales for the convenience of the public.

The record in this case shows that the shippers are asking only for two pens, just sufficient to handle a carload of stock at a time, and do not ask the road to re-install scales at that point, and the record further shows that the probable cost of such yards would not exceed \$150.00, and the maintenance of same something near \$25.00 per year.

The record shows that in 1910, there were twenty-five carloads of stock shipped from the point on the north side of the river, and the revenue derived therefrom was \$411.96; that there were in about nine months of 1911, fifteen cars of stock shipped at a revenue of \$257.98; that there were received in 1910 at the north yards, ten car loads of stock at a revenue of \$162.73, but only four car loads were received in 1911; the reduction of shipments from the north yards is natural, for it is evident from the record that the yards were not maintained and were possibly practically unfit for use.

The entire record shows good receipts for shipment of stock from that point, from both yards. The location is unfortunate both for the community and the railroad company, but the shipper should not alone suffer for that. While as a rule, the commission would not be inclined to require a double set of stock yards at any location, but in view of the record in this case, and a peculiar physical condition of the territory, the commission holds;

That the demand made by the shippers of the community, under all the circumstances, is a reasonable demand, and that the railroad company should install a stock yard of at least two pens with a proper chute for loading and unloading stock, on the north side of the river, either at the original locality, or some locality equally suitable for the purpose, and that same should be done within sixty days from this date.

It is therefore ordered, adjudged and decreed by the commission that the said Chicago & Eastern Illinois Railroad Company install such yard with at least two pens as hereinabove stated.

By order of the commission this 23d day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1181.

Railroad and Warehouse Commission
on relation of
Citizens of Seaton

v.

Minneapolis & St. Louis Railroad Co.

Application for additional service for handling live stock at Seaton, Ill.

The village of Seaton is located upon the line of the Minneapolis & St. Louis Railroad Company, county of Mercer and State of Illinois, and in a rich farming and stock raising territory.

The complaint alleges that the said railroad, the Minneapolis and St. Louis Railroad Company, at such station and other places along its line of road, refused to furnish freight cars to handle live stock shipments from such stations except upon Sunday and Tuesday of each week. The complainant objects to this limitation of service, and the record shows that it is detrimental to the best interests of the community.

The defendant railroad is a common carrier and as such, is, under the law, bound to furnish reasonable equipment upon reasonable notice for the shipment of live stock and grain offered to its road, and to furnish the same upon any day in the week (unless it should be Sunday). The refusal of the railroad company to furnish cars for shipment of live stock for any other days except Sunday and Tuesday of each week, results in placing upon the market all the stock of that community along its line of road on Mondays and Wednesdays.

The record shows that from 75 per cent to 80 per cent of the week's receipt of stock arrive in the city of Chicago those two days, which results, as the record shows in this case, in the congestion of the market and overloading of the yards at that time, and gives the buyers on the Chicago market an opportunity to reduce prices to the disadvantage of the shipper.

The record shows conclusively that a large number of people decline and refuse to ship their stock on Sunday, and under this rule this would confine such persons to one day for shipment of their stock to the markets.

The record further shows that this same road is shipping stock from other points along their line to Chicago over the same road every day in the week.

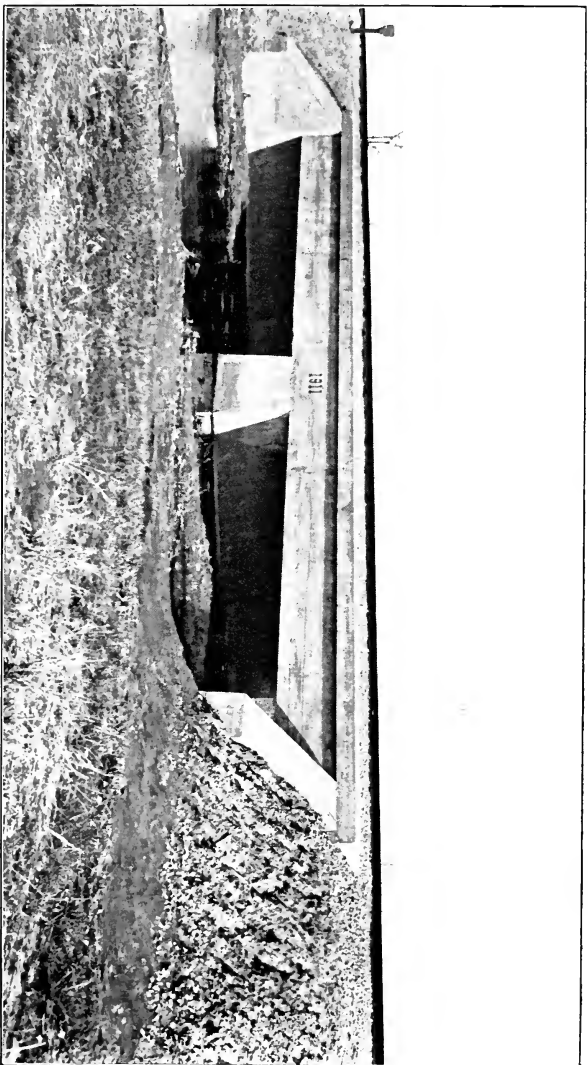
The record shows that Seaton has been and is a large shipping point, and that in many instances people have been compelled to drive their cattle quite a distance to other roads to their detriment, as they claim, for the purpose of shipping, and also to haul or drive their hogs an unreasonable distance in order to ship them at any other time except upon the days mentioned herein.

There can be no question about the duty the defendant road here owes to the public in this matter. The rule adopted by it to furnish stock cars and ship the same only two days in each week, and one of those days Sunday, is an unreasonable rule and should not be permitted or allowed by this commission. It is possible that a rule limiting the time to a sufficient number of days in the week, might under certain circumstances be considered reasonable, and if agreed to by the railroad company and the communities through which the defendant road runs, might be approved by this commission, but it is insisted by the complainant herein that the community is entitled to service every day in the week save Sunday, and the commission finds nothing in the record to justify it in holding that such a demand is unreasonable;

It is therefore ordered, adjudged and decreed by the commission that the said Minneapolis & St. Louis Railroad Company be, and the same is hereby directed, upon reasonable request at all times, to furnish in reasonable time after such request, sufficient equipment for the shipment of live stock for the several shippers along their line of road in the State of Illinois, for shipment over their said line.

By order of the commission, this 23d day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*



Baltimore & Ohio Southwestern R. R. Concrete Bridge, Salem, Ill.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1123.

J. W. Barwell

v.

Hill Boat Line.

In the matter of the application of J. W. Barwell to the commission to fix rates for boat lines operating in the State of Illinois.

This is an application by the petitioner, J. W. Barwell, to the commission to fix rates for carrying freight upon steamboat lines and particularly the Hill boat line between Chicago and Waukegan.

The record shows that the petitioner, J. W. Barwell ships raw material purchased in Chicago, consisting mainly of low grade flour, oat meal, cotton seed meal, feed and grain screenings, and also ships out of Waukegan a similar class of freight.

It is charged and appears in the record that the Hill boat line in their local freight tariff does not list commodity rates to cover the character of shipments desired to be made by the petitioner, and not having commodity rates for such articles, they charge a class rate which it is insisted is a greater charge than should be made.

The petition also charges that the rates made by the Hill boat line on other and somewhat similar classes of freight is much cheaper than the rate made for the commodity desired to be shipped by the petitioner, and that they are charging more than double the price charged by the Chicago & Northwestern R. R., and the E. J. & E. Railroad for the same commodity.

This commission had no jurisdiction over rates on boat lines until July 1, 1911, and hence had made no schedule of rates governing that character of transportation; under said Act steamboat lines were placed under the jurisdiction of the commission as common carriers, and therefore, subject to regulations the same as railroads doing business in the State of Illinois, and until such a time as the commission is able to make a complete classification and tariff for steamboat lines, all steamboat lines doing an intrastate business shall be classified as a common carrier in the same manner as roads of Class "A" as shown on Illinois Commissioners' Classification No. 10, and the commission being fully advised;

It is therefore ordered, adjudged and decreed that the said Hill steamboat line and all other similar steamboat lines doing a freight business within the State of Illinois be, and they are hereby required, and directed hereafter in making rates and fixing freight charges not to exceed in amount the schedule of maximum rates as authorized and promulgated by this commission.

And such steamboat lines shall not charge to exceed the maximum rate as fixed by this commission on shipments handled by said steamboat lines upon any commodity carried by them, or permitted to be carried by them under the laws of the United States, or State of Illinois. And all such rates and charges shall be fixed and determined by said boat line, or lines according to the classification for the same commodity as are fixed for charges of railroads in this State of Class "A."

By order of the commission this 6th day of September, 1912.

[Signed] O. F. BERRY, *Chairman*;

B. A. ECKHART, *Commissioner*;

J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1185.

Railroad and Warehouse Commission

v.

Alton, Granite & St. Louis Traction Co.

Citation to show cause why toilets and drinking water should not be installed in cars of defendant.

The answer of the defendant shows that the Alton, Granite & St. Louis Traction Company is incorporated as a street railway under the General Incorporation Laws of the State of Illinois, and in accordance with the Horse and Dummy Act, Chapter 131a of the Revised Statutes of Illinois, and that it is not organized under the General Railroad Act.

The answer also shows that on September 8, 1904, the Alton & Southern Railway Company was incorporated as a street railway to build, construct, maintain and operate lines of horse, dummy and electric railways in the counties of St. Clair and Madison in the State of Illinois, and in the cities, towns and villages in said counties.

The answer further shows that on September 20, 1904, the name of the said Alton & Southern Railway Company was changed to the name of Alton, Granite & St. Louis Traction Company, and that on the 14th day of January, 1905, the Edwardsville, Alton & St. Louis Railway Company was incorporated as a street railway to construct a street railway between, and to and from Edwardsville and Alton in Madison County and East St. Louis in St. Clair County, State of Illinois, under the provision of Chapter 131a, Hurd's Revised Statutes of the State of Illinois, and on the 4th day of January, 1907, the said Alton, Granite & St. Louis Traction Company, by deed of purchase and consolidations, acquired all the rights, franchises and street railway that was constructed by the said Edwardsville, Alton & St. Louis Railway Company.

The answer further shows that the said Alton, Granite & St. Louis Traction Company constructed and operated street railways in and from the city of Alton through the village of Mitchell and cities of Granite City, Madison and Venice into the city of East St. Louis and in and from the city of Edwardsville to the said village of Mitchell.

The record shows that the length of this road is about twenty-three miles, and on one line 60 per cent of the time consumed is within municipalities and villages and on the other line about 40 per cent of the time consumed in the run is within municipalities, and the time consumed on the entire run is about one and one-half hours.

The complaint in this case charges that there is no toilet or convenience of similar character upon any of the cars operated upon this line of road, and there are no drinking water accommodations upon any of said cars.

The complaint further states that the East St. Louis and Suburban Railway Company makes a trip around the belt which occupies about two hours, and the run from Alton to East St. Louis about one hour and fifteen minutes.

The record further shows that these cars are liberally used by all classes of citizens between the respective termini.

The answer denies the jurisdiction of the commission to make order in relation to this matter, for the reason that the defendant company is a street railway, and that the commission has no jurisdiction over street railways. If the contention of the defendant is true, then there necessarily would be a complete bar to any relief by this commission in this proceeding, and the only thing necessary to do is to determine the character of the defendant company in this particular.

It appears from the record that the defendant company operates what is generally termed an interurban railroad from the city of Alton to the city of East St. Louis, extending through the villages of Mitchell, Nameoki, the cities of Granite City and Madison and has local lines in Venice, Granite City and Madison, also extending into East St. Louis.

The record further shows that they have a line extending from the city of Edwardsville in a westerly direction, connecting with the main line at the village of Mitchell.

Counsel for defendant relies entirely upon the character of the incorporation and charter under which they are operating this road.

The commission holds that under the record the defendant is not operating what is generally known as a street railway, but is operating an interurban or commercial railroad, and under the law, is subject to the jurisdiction of this commission.

Under section 21 of the Railroad and Warehouse Commission Act, approved June 10, 1911, in effect July 1, 1911, the term "common carrier" used in this Act includes all railroad corporations, provided that street railroads and hack lines and vehicles of a like character shall not be included within the terms of this section.

Under section 22 of the Railroad and Warehouse Commission Act, approved June 10, 1911, in effect July 1, 1911, the term "railroads" includes every railroad other than a street railroad.

It appears conclusively from the record in this case that the defendant is operating a railroad otherwise than a street railroad.

"A street railroad is constructed on a street for the purpose of conveying passengers and to accommodate street travel, making frequent stops to take on and let off passengers, and without regular stations. It conforms to the grade of the street and its fundamental purpose is to accommodate local street travel."

Gillette v. Aurora Railway Co., 228 Ill. Sup., p. 273. Citing, *Harvey v. Aurora and Geneva Railway Co.*, 174 Ill. Sup., p. 295; *Dewey v. Chicago & Milwaukee Railway Co.*, 181 Ill. Sup., p. 426.

In the case of the city of Aurora, et al v. the Elgin, Aurora and Southern Traction Co., et al, reported in 227 Illinois Supreme, 485, the court lays down the purpose of a street railway in these words:

"The chief characteristic of a street railway is, that it is built and passes along streets and avenues for the convenience of those moving from place to place thereon. Its fundamental purpose is to accommodate street travel and not travel to or from points beyond the city's line."

The authorities cited by the defendant's counsel are cases where the provisions of the charter or the law under which the railroad was organized, were the controlling elements in determining the issues in order to determine some right or benefit conferred by legislative enactment.

The decisions above referred to and many others seem to be conclusive upon the question before us; it is not so much a question of what law the defendant is organized under or what particular power is given in its charter, but rather what the defendant is doing. We do not believe that defendant can justify solely under its charter and say because it is incorporated under a certain Act or Acts, that this commission has no jurisdiction.

The real question for determination is, what is the defendant actually doing, and if defendant is in fact, operating a railroad of the character that the commission has jurisdiction over, it is wholly immaterial as to what law the defendant may be organized under. If the actual transactions and business conducted by the company is such as conducted by other than a street railway, then this commission has jurisdiction.

The record shows that one-half of the territory through which this railroad runs is outside of municipalities, and that it has regular stopping places between said municipalities and regular stations in said municipalities. The commission is of the opinion that the defendant company is doing, not only a street railway business, but an interurban business, and as such, should equip its cars in a suitable manner for the convenience and necessity of the public.

It is contended by the defendant road that these cars are constructed in such a manner that it is almost, if not entirely impossible, to install toilets on them.

It is further contended that to place toilets upon these cars would be insanitary and a great detriment to the traveling public, and that they would become a nuisance; considerable testimony was offered upon this particular point at the hearing.

As to the contention that it would be practically impossible to place toilets on these cars, this is not sustained by the evidence or by the facts which are well known to the commission in relation to this subject. There is but little, if any, difference between these cars and other suburban cars upon which toilets have been placed and used with satisfaction.

As to the contention that it would be insanitary to place toilets on these cars, the commission finds that point is not well taken and is not sustained by the facts. It is a well-known fact that toilets are a public necessity, and in the interest of the health of the community and the traveling public generally they should be placed in all public places and upon all trains used generally by the public.

The record in this case shows that these cars are used by the public, and that men, women and children of all ages travel upon them continuously, and it should not require any great amount of proof to convince any one that under these conditions, these cars should be equipped, as a matter of public necessity, with toilets; we have given this matter special attention, and our engineers inform us that it is entirely practical to install toilets upon these cars, which will be sanitary and which will not discommode the public or become a nuisance in any way, and will in no wise injure the health of the traveling public or the community through which they pass, and especially if it is a fact as urged by counsel for defendant, that there is no need of them at all, then it follows that they will be used but very little, and if that be true, they surely could not be very insanitary.

The commission finds from the record in this case that the defendant road, as a common carrier, should be required to furnish suitable toilets, which the commission finds are a necessity.

The commission finds from the above and foregoing facts that the defendant company should, in order to properly accommodate the necessity and convenience of the public, install in its respective cars, operating from city to city and from village to village on its respective lines, suitable and proper toilets.

In view of the distance and taking into consideration all the facts and circumstances, the commission does not feel at this time, that it would be justified in directing the defendant company to place drinking water tanks upon its respective cars; while in many cases, it would no doubt be convenient for the traveling public to have such drinking water facilities on the cars, yet it is not an absolute necessity, and the commission does not desire the defendant company to go to any unnecessary expense, where the matter is solely one of convenience. The matter of toilets we regard as a necessity to the traveling public.

It is therefore ordered, adjudged and decreed by the commission that defendant company at once proceed to install in its respective cars used upon its respective lines of road herein described, suitable toilets, and that the same be completed within a reasonable time to be hereafter determined, if necessary, by this commission, upon application or showing by the defendant company.

It is further directed that the work herein ordered shall be begun within thirty days from this date.

By order of the commission this 16th day of September, 1912, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1158.

Railroad and Warehouse Commission
on relation of
Grove City Mercantile Company
v.

Cincinnati, Hamilton & Dayton Railway Co.

In the matter of the application of the Grove City Mercantile Co. for depot facilities at Bolivia.

The complainant in this case charges that there is no depot, or depot facilities of any kind at the station called Bolivia on the respondent road.

Bolivia is located on the respondent's road about fourteen miles from Springfield in a rich farming community.

There is practically no controversy over the facts as they appear in the record. There are two objections to the allowing of the prayer of the petition:

First—It is contended by the respondent company that the commission have no jurisdiction to make an order directing the respondent road to construct a depot.

Second—That the business does not justify the commission in making an order.

We will give our attention first to objection number one: If the commission has no jurisdiction to order a depot for the reason that Bolivia is not an incorporated village, city or town, although the facts were sufficient to justify an order for depot facilities if such village was incorporated, then it becomes unnecessary to discuss the second objection.

We have read with considerable interest the arguments of counsel for the respondent parties herein and the question before us is not entirely without doubt.

By the Act of the General Assembly passed in 1911 giving the Railroad and Warehouse Commission judicial powers a progressive step was taken in commission regulation. The regulation of transportation facilities in Illinois was by that Act put in the hands of an administrative body with power of enforcing the rights of the public to adequate and economical means of transportation in a manner most efficient, but at the same time least burdensome to the companies engaged in furnishing the same.

Prior to the passage of that Act the commissioners had supervision over railroad rates and weights. This constituted practically the scope of their regulative authority.

The first nineteen paragraphs of the Act of 1911 differ from the prior law in that they are made to apply to all carriers instead of that class of carriers known as railroads. Sections 20 to 24 inclusive of the Act of 1911 have a most important bearing on the subject of the present inquiry.

"20. Said Railroad and Warehouse Commission is hereby given jurisdiction over all common carriers within this State.

21. The terms 'common carrier' used in this Act includes all railroad corporations, express companies, steamboat lines or other common carriers by water, private car line companies, sleeping car companies, fast freight line companies, and shall also include every other corporation, company, association, joint stock association, partnership and person, their lessees, trustees or receivers appointed by any court whatsoever, operating or managing any such agency for public use in the conveyance of person(s) or property within this State: *Provided*, teaming companies shall not be included within the definition herein stated: *And, provided further*, that street railroads and hack lines and vehicles of a like character shall not be included within the terms of this section.

22. The term 'railroad' used in this Act includes every railroad, other than a street railroad, by whatsoever power operated for public use in the conveyance of persons or property for compensation, with all bridges, ferries,

tunnels, equipment, switches, spurs, tracks, depots and power stations, and terminal facilities of every kind used or operated by any such railroad; and also all passenger or freight depots, yards, docks and grounds used by any railroad in the transportation of passengers or property. This section shall not be construed to in any way affect or repeal an Act in relation to the crossing of one railroad by another, approved May 25, 1907, and in force July 1, 1907.

23. The term 'transportation' shall include cars and other vehicles and all instrumentalities and facilities of shipment or carriage, irrespective of ownership or of any contract, expressed or implied, for the use thereof, and all service in connection with the receipt, delivery and transfer in transit, refrigeration or icing, storage and handling of property transported.

24. It shall be the duty of every common carrier, subject to the provisions of this Act, to provide and furnish such transportation at reasonable rates upon an order made by the Railroad and Warehouse Commission, upon proper application and proper showing of the necessity therefor, upon a hearing before said commission."

Section No. 20 says that the commission is given jurisdiction over all common carriers within this State. Is the right to regulate the establishment of depots included in this expression?

Section No. 21 defines in specific terms the word "common carrier" as intended to apply to all agencies engaged in supplying transportation, or the means of transportation, and specifically mentions railroad corporations.

Section No. 22 defines the term "railroad" when used in Section No. 21 as well as elsewhere in the Act as including equipment, depots and terminal facilities of every kind, also all passenger or freight depots, yards and ground used by any railroad in the transportation of passengers or property.

Section No. 23 further defines the word "transportation" as used in Section No. 22 as including among other things all instrumentalities and facilities of shipment or carriage and all service in connection with the receipt, delivery, storage and handling of property transported.

Where the definition of a word used in one section of a statute is defined as by another section, the former section should be interpreted by reading the definition into it, or by substituting the definition for the word.

"A definition incorporated in a statute is as much a part of the Act as any other portion. It is imperative. The right of the Legislature to prescribe the legal definitions of its own language must be conceded." (Black on Interpretation of Law, 2d Edition, Paragraph No. 98.) *Herold v. State*, 21 Neb., 50.

The statement that the ordinary meaning or language as used in this Act clearly implies that "jurisdiction over depots" includes jurisdiction over the establishment of depots, but there is other language in the statute in addition to this sufficient to cover this point.

By Section No. 20 and No. 22 the commission is given jurisdiction over yards and grounds used by the railroad in the transportation of passengers and property, and by Section No. 23 construed in connection with Section No. 26 and No. 22 this jurisdiction is made to cover service in connection with the receipt, delivery and transfer in transit, refrigeration or icing, storage and handling of property transported.

Before resorting to outside authorities for a knowledge of what this "jurisdiction" is, that is conferred by this Act, it may be well to examine Section No. 24 as throwing considerable light on the subject. It provides:

"It shall be the duty of every common carrier *subject to the provisions of this Act*, to provide and furnish such *transportation* at reasonable rates upon an *order* made by railroad and warehouse commission, upon proper *application* and proper *showing* of the *necessity* therefor, upon a *hearing* before said commission."

On a hurried reading this section might seem to apply only to rates. When we consider, however, the many things that are to be understood as included wherever the word "transportation" is used, its significance at once appears to increase in importance. We will set forth Section 24 with Section 22 read into it:

"It shall be the duty of every common carrier" (including a "railroad" according to Section 22) "subject to the provisions of this Act, to *provide* and *furnish* such transportation," including such "cars and other vehicles and all instrumentalities and facilities of shipment or carriage * * * and all service in connection with the receipt, delivery and transfer in transit, refrigeration or icing, storage and handling, of property transported," "at reasonable rates upon an order made by the railroad and warehouse commission, upon proper application and proper showing of the necessity therefor, upon a hearing before the commission."

Under this section the commission had power, upon a proper showing of the necessity therefor, to order a railroad company to furnish "service in connection with the receipt, delivery, storage and handling of freight" ("property transported"). Proper "service" might well and does include a freight depot, station agent, and all or a part of the ordinary facilities of a depot and freight house.

We refer to some authority on the meaning of "service:" *State v. Corvallis*, 117 Pac., 980 (Sup. Ct. of Oregon, 1911), where it is said in the course of the opinion:

"A legislative assembly by a proper enactment can compel a railroad company to erect and maintain reasonably suitable structures for the benefit or convenience of the public."

Citing: *Beale v. Ulyman R. R. Rate Reg.*, Par. 224; 2 *Elliott Railroads* (2d ed.) Par. 762; *Com. v. Eastern Ry. Co.*, 103 Mass., 254; *R. R. Com. v. Portland, etc. Ry. Co.*, 63 Me., 269.

"The duty of erecting suitable depots having been imposed by an Act of the Legislature, the power to determine when the enactment shall be enforced at a given place may lawfully be delegated to a railroad commission."

Citing: *Minn. & St. L. Ry. Co. v. Minn.*, 193 U. S., 53.

"The construction of a suitable depot at a station would be of little value to passengers and shippers, unless the carrier kept at such a place, for a reasonable time before and after the arrival and departure of trains, an agent with whom the public could transact business relating to railroad traffic. The duty to maintain a representative at the place and times indicated is a service which a railroad company owes, and the performance of which may be compelled. We believe that the word 'service,' as used in the railroad commission act, is expansive enough in its application to include the engagement by a common carrier of a station agent, the employment of whom may be enforced by order of the commissioners,"

To the same effect see: *Horton v. So. Ry. Co.*, 55 So., 531.

We are of the opinion that the commission has power to prescribe by order the service that shall be accorded in depots as well as to require the construction thereof.

As we interpret the Act the commission has the power to establish stations, or order depots to be built at stations, or prescribe the accommodations and service to be furnished at stations and in depots for both passengers and goods.

So far as we have been able to find on reported cases shown a writ of *mandamus* has never been granted in Illinois for failure of a railroad company to establish a station for a breach of common law duty resting on the railroad company to establish the same.

There is no doubt, however, that where the duty on the part of the railroad company to establish a station is clear, a compliance therewith will be compelled by the writ of *mandamus*. *People ex rel. v. L. & N. R. R. Co.*, 120 Ill., 48.

There are a large number of different statutes bearing upon the subject of depots and service to be rendered by railroads in relation thereto, and it is insisted that the present Act repeals some of those Acts, and on the other hand it is insisted that the later Act does not repeal those Acts, and therefore there is conflict between the present Act and the former Acts in relation to many of their provisions.

These statutory provisions may well stand as general rules governing the establishment of stations and the building and maintenance of depots. They

are not of a harsh nature so far as the railroad is concerned. It is obvious that they furnish very inadequate protection to the public in many instances. There might be a place on a railroad line midway between two large and populous towns and the line might pass between them without touching or passing the corporate limits of either town. Here is an instance that is not covered by either prior statute, and which in absence of the provisions of the present Act enlarging the powers of this commission, would be beyond the power of the courts to relieve against. The instance supposed would furnish a very plain case for the interference of the commission. Yet the fact that there are innumerable instances where the commission has authority to order the establishment of stations and building of depots, where the courts had no authority to act before the present law was passed, does not in the least tend to show that the Railroad and Warehouse Commission Act and the prior statutory law conflict.

On the contrary the existence of general affirmative rules enumerating certain plain cases where trains must be stopped and depots built, lighted and warmed, can operate in perfect harmony with the power vested in the commission.

We have previously stated that these prior statutes are not limitations upon the power of the commission, yet they are in a restricted sense a limitation on the power of the commission to act negatively but not on its power to act affirmatively. The commission may not *relieve* either railroad companies generally, or in particular instances, from performing their duty to stop their trains and furnish depot facilities where a prior general statute has imposed that duty.

In so far as the commission, as now constituted, may be said to have had delegated to it legislative or quasi-legislative functions to perform in addition to its administrative duties, its power to prescribe rules and regulations governing this subject is confined to carrying out a general scheme devised by the Legislature. The scope of the scheme is to be determined, primarily from the Act creating the commission and the amendments thereto, and, secondarily, from the prior and contemporaneous general statutory law on the subject covered by the Act. The Legislature however may from time to time pass other laws of a general nature modifying this scheme, and it can not abrogate that power. In other words the point we wish to make clear is, that the comprehensive authority of regulation and control, that is confided in the Railroad and Warehouse Commission by the Act as now amended, is intended to cover the whole field of regulation of railroad transportation and service, except that part of the field which the General Assembly has appropriated to itself by prescribing positive duties to be performed by the railroads in certain circumstances. The fact, that the General Assembly has affirmatively prescribed certain duties to be performed by the railroads under certain circumstances, does not absolve them from the performance of the same duties where under other circumstances the commission sees fit, in the exercise of a reasonable discretion, to order them to perform such duties.

Under this construction of the law the commission may prescribe at what places the railroads shall stop their trains and establish stations, and may order a station discontinued at one place and established at another, but it may not order a station at a county-seat discontinued or removed to a point beyond the corporate limits. It may order a depot built where in the exercise of a reasonable judgment the accommodation is necessary and should be furnished even elsewhere than at a corporate village or town and at a village or town having less than 200 inhabitants, but it can not relieve the railroad company from furnishing depot facilities where previous statutes imposed the duty to furnish them.

With this holding that the commission has jurisdiction in this case to make an order, the second objection also becomes important.

Under the same Act and the decision of the court as to whether certain principals should govern the commission in arriving at a decision as to

whether or not a depot and depot facilities should be ordered in a given case, the Railroad and Warehouse Commission Act itself furnishes very fully these principles.

First—There must be a proper showing of the necessity for the order.

Second—The order must be reasonable.

These terms have acquired a fixed and well defined meaning in the law applicable to the duty of railroads in relation to depots. They crystalize into the phrase "reasonable public necessity." If reasonable public necessity demands that the railroad company establish a station, or build a depot, then the State may command the railroad company to comply with such demand. If such a reasonable public necessity exists, an action taken to compel the company to supply the demand is valid and will be enforced, otherwise it is characterized as arbitrary, unjust and consequently invalid.

In arriving at a decision as to whether a reasonable public necessity exists for the additional accommodation in the way of depot facilities demanded of the railroad company, the full circumstances should be taken into consideration with all other facts having any logical bearing on the issue.

(a) How the railroad company attempts to supply the demand at present.

(b) The probable amount of business that will be accommodated.

(c) Whether the business accommodated will increase in the future, or the reverse.

(d) Whether there are other facilities furnished by competing roads adequate for the demand.

(e) Whether the general financial condition of the road will bear the expense.

(f) Whether a profit will result to the road from the business accommodated.

An order would be sustained if the service were sufficiently urgent even where a loss would result to that particular part of the service, or that particular branch of the road. There are many cases sustaining that doctrine.

Considering paragraph "A," it is sufficient to say that the railroad company in this case attempts to take care of the business at this point without a depot or any facilities whatever, and by billing the shipments from the stations east and west of this one, and having no depot, or agent, the freight coming in must necessarily be prepaid. The manner of doing business at this point the record shows is very inconvenient, and it is somewhat surprising that there was such a volume of business done that was done everything considered.

Considering paragraph "B," it is sufficient to say that the records show quite a large business at this point covering a territory of several miles in each direction, and that it is more convenient to take care of the business from this point than from any other point. The record also shows that the roads leading to Bolivia are better than they are to either of the other stations through which the railroad seeks to do business.

Considering paragraph "C." Whether the business will increase or decrease must necessarily be a matter of conjecture. The testimony states that it will increase. Generally speaking, facilities for the handling of business, increases business, and applying that rule to the building of a depot and freight accommodations, would increase the business at this point.

Considering paragraph "D." There is no other road to take care of the business at this point. It must be taken care of by the respondent road if taken care of at all.

Considering paragraph "E"—the question of the financial condition of the road—there is no evidence in the record on that subject. The commission in this case would probably take judicial notice that the road is in the hands of receivers but if the commission should hold that a depot should be erected, it would not be beyond what we believe the road could expend without injury to its stockholders.

As to the amount of business being sufficient to justify an order directing additional facilities at Bolivia, the record shows that the freight earnings

of Bolivia for outward freight billed from Roby from March 1, 1911 to February 29, 1912, was \$10,962.25, and that the freight from Bolivia handled from Mt. Auburn for the same period was \$130.56.

The record also shows that the passenger service out of Bolivia would average \$80.00 per month, and also shows that the incoming freight to Bolivia would amount to about \$40.00 per month on coal during the year, and that upon agricultural implements, lime and other shipments in, would amount to about \$45.00 per month. There are several other items mentioned of income, making a total income from shipments in and out, together with passenger service at Bolivia for the period above named, \$13,462.25.

The expense of erecting a depot such as it will be necessary to build at this point will not be large. There would be no occasion for an expensive or elaborate depot, but the commission believe that there should be erected at Bolivia a small depot with reasonable accommodations for the care of freight in and out, and that an agent should be maintained at least during certain hours of the day.

The commission therefore finds that under the evidence in this case that there is a necessity for better facilities at the village of Bolivia, and that the erection of a depot for passenger and freight accommodations at that point is a reasonable public necessity.

It is therefore ordered, adjudged and decreed by this commission that the said respondent road, namely, the Cincinnati, Hamilton & Dayton Railroad, be and they are hereby directed to proceed with diligence to prepare and submit to this commission plans and specifications for sufficient passenger and freight depot in the village of Bolivia for their approval, and that they shall present such plans to this commission within thirty days from receiving copy of this order.

The commission reserves the right to make an additional order as to the time as to when the same shall be completed, after the plans and specifications have been approved.

By order of the commission this 18th day of September, 1912, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1183.

Railroad and Warehouse Commission

v.

Cleveland, Cincinnati, Chicago & St. Louis Railway Co.

In the matter of the citation of the C. C. C. & St. L. Ry. Co. to show cause why sufficient depot facilities should not be furnished at Trimble, a station on said road.

Trimble is a station located on the above named railroad, five miles south of Hutsonville, and six miles north of Robinson surrounded by good farming country.

It appears from the testimony that the right-of-way for a successor of this railroad was obtained in 1874 from James B. Trimble, as shown by the following instrument:

"In consideration of the benefit and advantage accruing to the public in general and to myself in particular by the construction of the Paris & Danville Railroad through Crawford County on the Robinson Route and for the further consideration that said railroad company shall locate a station and build a depot on said land at some place to be mutually agreed upon between myself and the engineer of said company, I give the right-

of-way to said company forever over and across my farm in Robinson Township in Crawford County, Illinois, together with sufficient grounds for side track, station and depot buildings. Right-of-way four rods wide.

Witness my hand and seal this 18th day of June, A. D. 1874."

JAMES B. TRIMBLE, [SEAL].

The record shows said railroad accepted such right-of-way under the instrument above, and a station established. The record further shows that the station has been maintained for more than thirty years, during all of which time passengers have been received and discharged, and freight received and delivered at said station, but at no time has there been a depot for passengers, or a ware-room to store freight. In other words, the conditions of the instrument under which the right-of-way was procured has not been complied with.

It appears from the record that all persons desiring to ship stock, or any kind of grain or produce from Trimble are compelled to contract for cars either at Robinson or Hutsonville, and the record shows that they have been very unsuccessful in getting cars, and have been put to great inconvenience in relation thereto.

It further appears from the record that there is practically no platform of any kind even for the unloading of freight at this place, and that it is a common occurrence that freight is unloaded in the dirt and mud along the right-of-way, and without any shelter whatever.

The record further shows that the total receipts for six months from November 1911, to April 1912, inclusive was \$1,504.46.

In regard to the question of income, counsel for respondent road in estimating the annual income for a period of one year fixes the net income at \$1,993.68. On an estimated investment of \$14,000, after deducting an estimated expense of \$700.00, leaves a balance of \$1,293.68 as the total revenue for transporting freight per annum.

Counsel representing the people of Trimble makes the following estimates as shown from the record:

Total receipts for six months	\$1,504 46
Agents' salary	\$240 00
Five per cent interest on \$1,000.00	25 00
Total expenses	265 00

Net profit \$1,239 46
 Making an estimate of net gain for the year of \$2,478.92, or practically double the estimate of respondent, or if there is an actual investment of \$14,000.00, deduct the additional five per cent from the \$13,000.00 will leave a net gain of \$1,828.92 for hauling freight and passengers.

The record shows that the respondent road is selling tickets at this station and paying an agent for selling them \$15.00 per month, or \$180.00 a year; \$300.00 additional paid for an agent would easily employ one all of the time, and possibly the present agent might be able to take care of the depot for a less amount than that, as it would not be necessary to keep it open all of the time if the agent lived nearby and could be secured.

The testimony of all of the witnesses indicates that they are very modest in their demands, and they say they are willing to accept very meagre accommodations, realizing, no doubt, that the business would not justify a large expenditure of money.

Just how the counsel for the respondent road figures an investment of \$14,000.00 does not appear in the record. They have the railroad already there, they have their side tracks, and they stop at this station, and the only additional investment would be the cost of a depot, which appears to the commission would not be large necessarily.

In addition to whatever legal obligation there may be, the respondent road should build a depot at Trimble; the acceptance of the right-of-way, in our judgment, creates a moral obligation to accommodate these people with reasonable depot facilities, and it appears to the commission, and they so

find that in this case there is a public necessity for better depot facilities at Trimble, and that the respondent road is not furnishing adequate and sufficient means for the accommodation and use of the public.

It is therefore ordered, adjudged and decreed that the respondent road be, and they are hereby directed to prepare and submit within thirty days from this date to the commission plans and specifications for a depot which will furnish reasonable passenger and freight accommodations for the people of Trimble at that station and the surrounding country.

The commission finds that it will not be an improper burden upon the respondent road to furnish such facilities.

The commission reserve the right after having examined and approved the plans and specifications for the erection of such depot, the right to make an order as to the time when the same shall be completed and ready for occupancy, and for that purpose retains jurisdiction of the parties and subject matter.

By order of the commission this 18th day of September, 1912, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLEBURY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1187.

Railroad and Warehouse Commission
on relation of
LeRoy Commercial Club, Complainant

v

Peoria & Eastern Railway Company, Defendant.

In the matter of insufficient depot facilities at LeRoy, Illinois.

This is an application by the LeRoy Commercial Club requesting the commission to direct the Peoria & Eastern Railway Company to furnish sufficient depot facilities at LeRoy, Ill., a station located upon said road.

It appearing to the commission that the petition herein was properly filed in due time with the secretary of this commission, and the defendant road served with a copy thereof, and the commission having jurisdiction of the subject matter and the respective parties, both by proper service and personal appearance before said commission, and said cause coming on for hearing,

It was announced to the commission that the respective parties had agreed that an order might be entered in said cause, and the commission being fully advised in the premises,

By agreement of the respective parties, it is hereby ordered, adjudged and decreed that the defendant road, the Peoria & Eastern Railway Company, be and is hereby directed to, within one year from Aug. 6, 1912, prepare and submit to this commission for its examination and approval plans and specifications for depot facilities at the station at LeRoy as prayed for in said petition, and that a copy thereof be furnished to the LeRoy Commercial Club for its examination.

It is further ordered that when such plans and specifications so submitted are approved by this commission, the said defendant road shall proceed to erect a depot and depot facilities according to such plans and specifications, and that said depot and depot facilities shall be completed ready for occupancy on or before Aug. 6, 1914.

The commission reserves the right, upon presentation of such plans and specifications, to change or modify the same in such a manner as to meet its approval, should such plans, when presented, fail to meet the approval of the commission.

It is further ordered that such depot shall be erected by said defendant road according to the plans and specifications approved by this commission by the date aforesaid.

The commission reserves jurisdiction of the respective parties and the subject matter herein for the purpose, at any time it may be deemed necessary, of making further order in relation to the same.

By order of the commission this 23d day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1148.

Rock Island Southern Railroad Company, Petitioner
v.
Peoples Traction Company, Defendant.

This is an application by the Rock Island Southern Railroad Company for an order restraining the defendant, the Peoples Traction Company, from disconnecting their said railways or railroads, and also from discontinuing certain transfer service, to wit: The hauling by petitioner of car loads of freight between its line and certain steam roads over the tracks of the defendant, the Peoples Traction Company, at the city of Galesburg, the loaded freight cars so being transferred, being the property or operated by the aforesaid steam roads.

Upon the presentation and *ex parte* hearing of the petition, a temporary restraining order was granted Feb. 6, 1912. The evidence introduced before the commission upon the hearing to show cause why the restraining order so issued, should not be made permanent, shows that the right claimed by the petitioner in this application to transfer such loaded freight cars, rests wholly upon a private contract entered into between the Rock Island Southern Railroad Company and the Peoples Traction Company, the terms of which, speaking generally, permit petitioner to connect its track with that of the defendant at a point about three miles out of Galesburg, and operate over said track of defendant into the city of Galesburg, Ill.

The right of the petitioner to operate its cars and to perform other common carrier duties under the contract between the respective parties is not denied, but the principal and only contention is this, the Rock Island Southern Railroad Company claims that under the contract, as entered into between the parties, it can operate freight cars of steam roads over the above three miles of track. The Peoples Traction Company deny any such right.

To grant the request of the petitioner herein, would necessitate this commission entering into a detailed examination of the contract between these two parties, and would further require said commission to construe the terms of this contract and determine the legal effect of such terms and of such contract. The commission holds that such action upon its part would in fact have no binding force were it to make such an examination and construe the terms of said contract, for the reason that it would be beyond the power given this commission by the Legislature either in the Act constituting the commission or enlarging its powers, and would be an encroachment upon the exclusive jurisdiction of the courts, to whom under the law, has been given exclusive authority to determine the legal effect of a private contract between either individuals or corporations, and the party aggrieved under this contract, has an ample remedy, and in fact the commission holds, its only remedy is in the courts, so far as the receiving and carrying of said loaded freight cars is concerned

It is therefore ordered, adjudged and decreed by the commission that the restraining order issued on Feb. 6, 1912, be sustained and made permanent in so far as it restrained the defendant, the Peoples Traction Company, from in any wise disconnecting its railroad connections now made with the Rock Island Southern Railroad Company, but in so far as that order required the defendant to continue to receive loaded freight cars belonging to the Atchison, Topeka & Santa Fé Railway Company and the Chicago, Burlington & Quincy Railroad Company, or operated by them, permitting the carriage of the same by the Rock Island Southern Railroad Company between its line and said steam roads over the track of the defendant, the Peoples Traction Company, it is hereby set aside.

It is further ordered that the said restraining order of this commission dated Feb. 6, 1912, as modified herein, shall stand as the final order of this commission.

By order of the commission this 24th day of September, 1912, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1145.

Railroad and Warehouse Commission
on relation of

J. W. Sprout, Complainant

v.

Chicago, Burlington & Quincy Railroad, Defendant.

In the matter of the rule requiring railroads to carry free on trains, a person, or persons accompanying stock.

The question presented by this complaint is, has the commission power to enforce the last part of a rule of this commission contained in Supplement No. 20, Index 588, Page No. 73, which has been a rule of the commission for many years and which reads as follows:

"The shipper of one car of live stock, or his agent, shall be carried free on the train with such animals to take care of the same, and shall be entitled to a return ticket, good on any regular train of the company, for not to exceed one-half fare."

The complaint alleges that on September 13th, October 11th, November 7th and 15th, and December 6th, and at other times preceding these dates during year 1911, he has shipped several car loads of live stock over the defendant's road, and accompanied the same to Chicago, and alleges that he has never at any time been able to secure a half fare rate for return from Chicago, after having accompanied stock as aforesaid, and prays the commission to compel the railroad to issue such ticket at half fare.

The answer of the defendant denies that the commission has jurisdiction or authority to make such an order, and denies that that part of the rule requiring said defendant road to furnish one-half fare ticket for return is valid.

While the commission is of the opinion that liberal provision made by railroads for the care of stock shipped is a wise provision, and an economical one for the railroads as well as advantageous to the shipper by allowing free passage, or reduced rates, it does not in any way change the law in relation to the matter.

We have given this case particular attention, and while the law is very broad upon the regulation of rates, and the general powers of the commission, we are of the opinion that the latter clause of the above mentioned rule is unconstitutional and cannot by the commission be enforced.

We have been assisted in reaching this conclusion, in a large measure, by the following cases in which the courts have passed upon the precise question now before this commission:

Railway Co. v. Campbell, 61 Kan., 439; *McCully v. Railroad*, 212 Mo., 1; and *George v. Railroad*, 214 Mo., 551, the only difference being that in those cases shippers were entitled to free passage on return trip and were given such right by the legislature by statute and not by rule of a commission.

In the Kansas case the court said: "Upon no theory whatever, consistent with the idea that the franchise of railroad companies to take tolls is a species of property, or consistent with the adjudications of the courts that such right of property is protected by the fourteenth amendment to the Federal Constitution can such an enactment be upheld. Once grant that as much of the property of railroad companies as is involved in their right to charge passenger fare to shippers of stock can be taken away by legislative enactment, and it necessarily follows that the like property of theirs which consists in their right to charge passenger fare to other shippers of other kinds of property can also be taken away for like reasons; and once grant, upon like considerations, that the property right of railroad companies to take tolls for passenger carriage can be thus taken away, and the right to take tolls for freight transportation can be likewise taken away; and once grant that the right to take tolls for freight and passenger carriage can be taken away, and it follows that the right to own and possess the rolling-stock and other like property necessary to the operation of the road can be likewise taken away; in short, there would be no end to the extension of legislative authority over the right of railroad companies to own and enjoy property. It would be no answer to say that the enforcement of the Act in question would not sufficiently impair the property right of the companies to take tolls as to be substantially detrimental to their interests. Rights are not measured or ascertained by the extent of the injury resulting from their impairment or denial. They do not cease to exist merely because the hurt to them may be slight. Rights reside in principles and not in the physical ability of the claimant of rights to do without a minor portion of them. * * *

* * * We do not mean to say that the Legislature is powerless to declare circumstances or prescribe conditions under which railroad companies may be required to furnish transportation to shippers of live stock or other merchandise over their lines. However, those circumstances or conditions, if declared or prescribed, must exist in the form of considerations or equivalents for the transportation furnished. It may be that railroad companies can be compelled to carry patrons of their lines for some other consideration than cash fares. * * * But the enactment in question does not provide for the equivalent of labor performed for transportation furnished." The Kansas case was followed and approved in *McCully v. Railroad*, *supra*, the latter case being followed in *George v. Railroad*, *supra*.

The courts seem to have based their decisions very largely upon the case of *Lake Shore, etc. Railway Co. v. Smith*, 173 U. S., 684, in which the Supreme Court held that, a maximum rate for the carriage of passengers having been fixed by the Legislature, a statute requiring railroads to keep for sale 1,000-mile tickets to persons and their families at a reduced rate was unconstitutional as a taking of property without due process of law and a denial of the equal protection of the laws.

In *N. Y. C. & St. L. R. R. Co. v. Blumenthal*, 160 Ill., 40, the court said, speaking of the transportation of cattle by freight: "Cattle thus transported must have light and air, and must be fed and watered; they become frightened and unmanageable; they kick, or gore, or fall down and cannot arise; the strong crowd and suffocate the weak; they suffer from the mode of locomotion and the length of the journey." For these reasons it has been a prevalent custom of railroads to allow shippers or their agents to go with stock on shipping same to market, riding upon what is commonly called a drover's pass. This custom and the necessity for such is recognized by the Federal Government and it finds expression in the Interstate Commerce Act which authorizes carriers to give free transportation "to necessary care-

takers of *live stock*, poultry and fruit." It is also well settled that a person so traveling in charge of stock is a passenger, the consideration for his passage being the service he renders in taking care of them or the charge made against him or his employer for shipping the stock. *Blumenthal case, supra*; also *Indianapolis, etc., R. R. Co. v. Horst*, 93 U. S., 291.

Railroads are also accustomed to allow, in certain cases, a shipper free passage on his return trip, and it has also been a custom in the past to allow one-half fare to a shipper of a single load of stock on his return in accordance with the aforesaid rule of this commission.

However, such action upon the part of the railroads has been voluntary. As was said in the *Lake Shore case, supra*: "Persons may voluntarily contract to do what no legislature would have the right to compel them to do," and the same reasoning would apply in considering the above rule of this commission.

From the above decisions we conclude that the commission has no power or authority to enforce the latter part of the rule above referred to, and cannot require the defendant road to comply with this part of such rule, and therefore, we are compelled to deny the relief prayed for in the complaint for the reason herein above indicated.

By order of the commission this 5th day of October, 1912, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1174.

Railroad and Warehouse Commission
on relation of

H. G. Hotchkiss, Complainant

v.

Chicago, Burlington & Quincy Railroad Company, Defendant

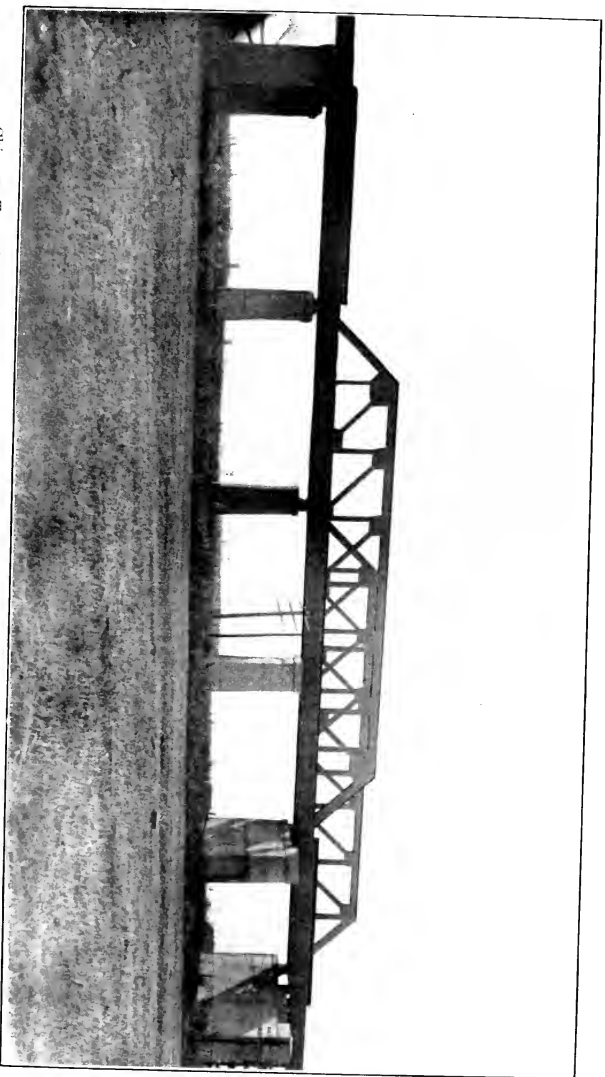
In the matter of train service between Mendota, Ill. and Rock Island, Ill. over what is known as the Clinton branch of the Chicago, Burlington & Quincy Railroad.

The complainant in this case charges that the passenger service over this branch of the Burlington Road, beginning at Mendota and ending at Clinton, Iowa, or Savanna, Ill., is entirely insufficient. It alleges that the respective towns, which are quite large in number between the termini of said branch, have only one passenger train each way a day, and that the business along the respective lines of said road has grown so in recent years that this service is entirely insufficient.

The petition alleges that the service now rendered the people along said branch of said road makes it impossible for the citizens along said line of road to reach Chicago and do any particular amount of business and return to their homes the same day. They also allege that they are unable to reach the county seat of their county and return the same day.

It was claimed upon the hearing that the freight business along said line of road also had increased, and was very profitable to said road, and that the passenger train service was such as to greatly inconvenience and discommode the people in all of the towns, cities and villages from Mendota through to Savanna and Rock Island.

Upon the hearing it was insisted by all parties in interest that an adequate train service should be placed upon this branch for the accommodation of the traveling public, and it was also insisted that said additional train schedule, as presented by the respective parties in interest, will not only accommodate the public, but prove a financial benefit to the railroad. It



Chicago, Terre Haute & Southeastern Ry. Trestle over C., C. & St. L. Ry., near Donovan, Ill.

was contended upon the part of the railroad that the train service that was being given was adequate, or nearly so, as the business of the line in question would permit, and that any other trains placed upon said branch, known as the Clinton branch, must necessarily be run at a loss.

It was suggested by the officials of the road at the hearing that if they had the time and opportunity they could present figures to demonstrate that it would be unprofitable to run any additional trains, but that it would cost several thousand dollars to procure such figures on account of the great detail that would necessarily have to be entered into to determine that fact.

The matter of the need of such service was presented to the commission by commercial organizations of Mendota and Clinton, of Moline, Rock Island, Davenport, Iowa, and Sterling, besides petitions from a number of other smaller cities and villages along the line of road.

The commission realizes the difficulty of proper train service being rendered to every community, but conditions are such at this time that it becomes incumbent upon common carriers to furnish reasonable passenger service, and what was considered reasonable passenger service a few years ago, cannot be so considered now. People travel more than they formerly did, and, therefore, there must be a different class of service than formerly.

From the records in this case it is difficult to tell, if not impossible, whether a train such as is desired will be a profitable undertaking upon the part of the railroad or not. That, however, is not the entire question. The people of any particular locality may be entitled to a service that is not profitable to the railroad or that particular branch of its road. A broader view of transportation matters, and especially passenger accommodations, is: Does the road engaged in that business in a reasonable territory surrounding the particular locality requesting service furnish a reasonable and adequate service?

Without entering further into the details of this case the commission are of the belief that the respective towns and cities along the branch known as the Clinton branch of the Chicago, Burlington & Quincy Railroad are entitled to a better passenger service than they are now receiving, and substantially the only way to determine whether such train service can be made profitable is to put on such train and then keep an accurate account of the expense in relation thereto.

The commission submits herewith as a tentative schedule to be operated by the Chicago, Burlington & Quincy Railroad over this particular line of road, the schedule agreed upon by the respective parties in interest. This order as to rendering service cannot in any way apply to the running of such train beyond the State of Illinois, and if such train is run beyond the State of Illinois it necessarily must be a voluntary matter with the railroad; this order only applying to that part of the Mendota-Clinton branch of the Chicago, Burlington & Quincy Railroad within the State of Illinois, and the commission being fully advised in the premises, it is ordered, adjudged and decreed that the said Chicago, Burlington & Quincy Railroad shall, on October 20th, place an additional passenger train upon the Mendota-Clinton branch of the Chicago, Burlington & Quincy Railroad, operating the same as near the schedule, copy of which is hereto attached marked "Exhibit A" and made a part thereof, as they may find it convenient and practical to do.

The commission is undertaking to determine the number of hours of running said train, only so far as it shall be run to accommodate the largest number of people possible along said line.

The commission further orders that the said Chicago, Burlington & Quincy Railroad shall keep an accurate account of the necessary running expenses of such train, together with an accurate account of the income received therefrom, and if it desires so to do, may report such facts and figures to this commission on Jan. 1, 1913.

The commission hereby reserving the right to make further orders in relation to the matter at that time, based upon the results of the income and expenses during the said period, this being the most practical way in the opinion of the commission to determine whether or not such train will pay running expenses and return a profit to the company.

The commission reserves full jurisdiction of the subject matter, and parties, to make any further order as herein indicated at such time as it may deem wise and proper to do so.

By order of the commission this 5th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

EXHIBIT "A."

PROPHETSTOWN, ILL., July 30, 1912.

<i>West-bound.</i>	PROPOSED TRAIN SCHEDULE.	<i>East-bound.</i>
A. M.		P. M.
6:15.....	Mendota	6:22
6:31.....	Lamaille	6:06
6:39.....	Van Orin	5:58
6:49.....	Ohio	5:48
7:04.....	Walnut	5:33
7:16.....	Deer Grove	5:21
7:30.....	Tampico	5:07
7:48.....	Prophetstown	4:49
7:57.....	Denrock	4:40
8:12.....	Denrock	4:30
8:27.....	Erie	4:17
8:37.....	Hillsdale	4:05
8:45.....	Joslin	3:57
8:53.....	Osborn	3:49
9:00.....	Barstow	3:42
9:10.....	East Moline	3:32
9:20.....	Moline	3:22
9:32.....	Rock Island	3:10
9:45.....	Davenport	3:00
9:00.....	Sterling	3:25
10:45.....	Clinton	3:40

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 2000.

Railroad and Warehouse Commission
on relation of
Citizens of the Village of Borton, Complainant
v.
Cincinnati, Hamilton & Dayton Railway Company
and
Vandalia Railway Company
Defendants.

In the matter of the petition of the village of Borton, county of Edgar, State of Illinois for better depot facilities.

The complaint in this case states that village of Borton is located in the county of Edgar, State of Illinois, at the crossing of the Ohio River division of the Cincinnati, Hamilton & Dayton Railway Company, and the Terre Haute & Peoria division of the Vandalia Railway Company; said village lies south of the Terre Haute & Peoria division and east of the Ohio River division of the Cincinnati, Hamilton & Dayton Railroad; further charges that

the only depot accommodation is a box car placed in juxtaposition with the two railroad tracks and west of the north side of the village, across and over tracks of the Ohio division of the Cincinnati, Hamilton & Dayton; that the people approaching said depot are compelled to cross over the tracks; and further that the accommodations are entirely insufficient for the number of passengers who travel over said two roads, and entirely insufficient for the proper care and handling of the freight that is received at and sent from said station.

The respondent roads filed no answer in this case, but each made a personal appearance by attorney, introduced testimony and cross-examined petitioner's witnesses.

The testimony shows that the village of Borton is located about fifteen miles west of Paris, the county seat of Edgar County; five miles east of Oakland, four miles south of Brockton, and that a large number of the people going to the county seat necessarily come in on these roads and change cars at this junction. The record further shows that each of the respective roads have trains running in different directions, and that passengers desiring to change from one road to the other are compelled to wait considerable time in order to make such connections. It is admitted that the only depot facility is a box car made into a depot, and it appears from the record that it is as good a depot as can be made out of a box car. A personal inspection of it by the commission verifies that fact. This box car is divided into an office and waiting-room, both of which are necessarily very small, and there is frequently no place for receiving or taking care of freight; the box car set nearby for that purpose is wholly unfit for use, and, as a matter of fact, from record and personal investigation, is used but very little, if any, and the freight received at that station, the record shows, is left upon the depot platform.

Borton is located in a good country, and is, in some ways, an important junction of these two railroads. From the record the commission finds that the defendant railroads are not furnishing sufficient depot facilities for either passengers or freight. The record also shows that this station is used by both of said railroads as what is known as a union station. The record does not show which of said roads own said depot, or which is the lessee, or whether it is owned jointly by them. It is operated jointly by the agent representing both roads.

The location of the station, as well as the passenger and freight traffic, would not justify an expensive depot, but it does justify a better depot than is now furnished by said roads, and, the commission being fully advised in the premises:

It is therefore ordered, adjudged and decreed by the commission that the said Cincinnati, Hamilton & Dayton Railway and the Vandalia Railroad Company, and each of them, in such manner as may seem best to them, provide sufficient and proper depot facilities for both passenger and freight at Borton Station, Edgar County, Ill.; that said roads within thirty (30) days from this date furnish this commission plans and specifications for such depot for their examination and approval; said plans and specifications for separate and distinct depots for said roads, or jointly, as they may determine for themselves.

It is further ordered that after said plans and specifications are submitted and approved, the commission will make a further order as to the time of the completion and occupancy of such depot, taking into consideration facts and circumstances that may be presented, if any, at that time.

The commission reserves full jurisdiction of the respective parties and the subject matter for the purpose of making any further order that may be necessary to be made herein.

By order of the commission this 5th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1129.

Railroad and Warehouse Commission
on relation of
T. P. Russell, et al
v.

St. Louis, Iron Mountain & Southern Railway Co.

In the matter of the petition for the modification of the original order of this Commission entered the 13th day of March, 1912.

Now on this day comes the defendant and submits to the commission its petition asking for a modification of the order entered by this commission in this cause on March 13, 1912, and presents to the commission plans for the relocation of depot covered by said order, at a point specifically shown on the blue print attached to said petition for modification of order; also files with the commission as part of said petition for modification of said order, the proceedings of the Village Board of the Village of Hurst, Illinois, showing that said Village Board consents for the Village of Hurst, to the relocation of said depot at point now shown on the blue print attached to said petition for modification; and also files with the commission a statement of T. P. Russell, the original petitioner, consenting to the modification of said order and the relocation of said depot.

And it appearing to the commission that the place where said defendant road desires to now locate said depot, is a suitable and convenient place for said depot, and satisfactory to the people of that community.

It is therefore ordered, adjudged and decreed by the commission that the original order entered herein, be modified, and that defendant road be, and the same is hereby authorized to locate said depot at the point shown upon the plat attached to said petition for modification, designated upon said plat as follows:

"Proposed location of station per modified order prayed for."

It is further ordered that the original order in the said cause with the modification herein made, remain in full force and effect.

It is further ordered that said defendant road submit to this commission within thirty days from this date, plans and specifications for such depot, and when same are approved by this commission, said defendant road shall proceed with the erection thereof with all convenient speed.

By order of the commission this 16th day of October, 1912, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1127.

Railroad and Warehouse Commission
on relation of
The Commercial Club of East St. Louis, Complainant
v.

The Cleveland, Cincinnati, Chicago St. Louis Railway Company, et al.
Defendants.

In the matter of application of the Commercial Club of East St. Louis, Ill., for additional and adequate depot facilities, together with proper approaches thereto, at East St. Louis, Ill.

The complaint in this case is filed by the Commercial Club of East St. Louis, an association composed of a large number of the business men of

that city, organized for the purpose of promoting the general welfare of the said city of East St. Louis, and said complaint is filed against the following railroad companies to wit:

Cleveland, Cincinnati, Chicago & St. Louis Railway Company.

Chicago & Alton Railroad Company.

Wabash Railroad Company.

Vandalia Railroad Company.

Chicago, Peoria & St. Louis Railway Company of Illinois.

Baltimore & Ohio Southwestern Railroad Company.

Illinois Central Railroad Company.

St. Louis, Iron Mountain & Southern Railway Company.

St. Louis Southwestern Railway Company.

And each of the defendant companies filed herein its respective answer to said complaint.

On November 18, 1911, the Terminal Railroad Association of St. Louis, voluntarily filed an answer to said complaint, alleging that said association does not operate or control any passenger trains into or through the city of East St. Louis, Ill., and that whatever service it does perform in connection with the movement of passenger trains between the city of St. Louis and East St. Louis, consists of switching the passenger, baggage and mail cars of some of the defendants between the Relay Depot, East St. Louis, Ill., and the Union Station, St. Louis, Mo., and that it has nothing whatever to do with the establishing of schedules for the running or movement of trains, and that said association is not required to and does not maintain any depot in the city of East St. Louis, and has no interest or title in any depot in the city of East St. Louis, and upon the several hearings of said case, no evidence was introduced to show that said association had any such interest, and for the purpose of this opinion, the commission takes its answer as true.

On Oct. 10, 1912, the East St. Louis Relay Passenger Station Association voluntarily entered its appearance in this case by filing an answer to the complaint herein. The answer of the said East St. Louis Relay Passenger Station Association alleges that it is a voluntary association, not incorporated under the laws of this State, and that its business is to maintain and operate a Relay Depot in the city of East St. Louis, and further states that the allegations in the complaint or bill of particulars accompanying said complaint, in relation to train service, are matters purely personal to each of the said respective railroad companies, in which the defendant, the East St. Louis Relay Passenger Station Association, has no interest.

The complaint filed herein, together with the bill of particulars accompanying the same, sets forth two causes of complaint:

First—Inadequate passenger train service.

Second—Insufficient depot facilities, and particularly states that the present passenger station is wholly inadequate and insufficient to meet the demands and needs of the city of East St. Louis; and further states that the number of tracks surrounding it and the constant movement of trains, makes travel exceedingly dangerous for those desiring to use said depot for the trains entering and departing therefrom, and the relief asked, is additional passenger train service and sufficient depot facilities.

The substance of the separate answers filed by the defendant roads to the complaint, is as follows:

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company alleges that in connection with divers other roads, it has supplied East St. Louis with adequate depot facilities.

The Chicago & Alton Railroad Company denies generally the allegations of the complaint.

The Wabash Railroad Company says nothing upon the matter of depot facilities.

The Vandalia Railroad Company claims the facilities maintained by it in East St. Louis are adequate, and further alleges that the East St. Louis Relay Passenger Station Association maintains said depot, and that such is managed by said association and not by the Vandalia Railroad Company; its

answer admits that there are a number of tracks in the neighborhood of the station, but denies that the conditions in that regard concerning said depot, are any more dangerous than conditions require under the circumstances.

The Chicago, Peoria & St. Louis Railway Company of Illinois allege it has never owned a passenger station in East St. Louis, but that at different times prior to the filing of this complaint, it has operated over the lines of other railroad companies through East St. Louis via the Relay Depot.

The Baltimore & Ohio Southwestern Railroad Company makes substantially the same statements as the Vandalia Railroad Company, upon the question of depot facilities.

The Illinois Central Railroad Company says nothing as to depot facilities, and alleges that the complainant is not entitled to the relief prayed for.

The St. Louis, Iron Mountain & Southern Railway Company alleges the facilities offered at the Relay Depot are ample and sufficient.

The St. Louis Southwestern Railway Company alleges its trains are operated over the lines of the Illinois Transfer Railroad and other roads in East St. Louis, under lease; that its trains stop at State and 22d sts., in East St. Louis for the accommodation of the public.

The record in this case shows that on December 12, 1911, plans were under way for a conference between the different railroad companies representing the East St. Louis Relay Passenger Station Association and the complainant, with the view of agreeing if possible, upon an adjustment of the subject matter contained in said complaint, to which the commission assented, hoping that a settlement of the matter might be reached.

The record on Feb. 6, 1912, however, shows that no conference was had or any propositions submitted for consideration in relation to depot facilities. In the general discussion of the matter by the respective parties present before the commission, it was frequently stated by the defendants that there was need of additional depot facilities in East St. Louis, and considerable discussion was had in relation to a union depot at that place by the several defendant railroad companies, and an order was entered requiring the complainant to file a bill of particulars, setting forth specifically what is desired in relation to depot facilities and train service, which bill of particulars was afterwards filed.

To this bill of particulars and complaint, various of the defendant railroad companies filed answers:

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company in its answer, concedes as follows:

"A modern Union Station to be used by the lines now using the Relay Depot, of sufficient size to accommodate the traveling public, and so located that it may be reached by the public without crossing the railroad tracks, should be furnished."

And further says it is coöperating with the committee having such matter in charge, meaning thereby the committee of the Relay Passenger Station Association, to affect such object.

On Oct. 10, 1912, the East St. Louis Relay Passenger Station Association filed an answer voluntarily to said complaint, and by its answer it admits that the complainant desires a modern Union Depot with train sheds, etc., and further submits plans for the improvement and enlargement of the Relay Depot, with a subway for the use of passengers reaching trains, additional floor space, toilet facilities, etc., but denies the feasibility of the train shed and alleges the danger necessarily resulting from such shed.

Such briefly stated, is the status of the record in this case before the commission, and at the present time for the purpose of this opinion, the commission is only considering depot facilities, in the city of East St. Louis as prayed for in said complaint.

The record shows that the city of East St. Louis is the third city in population in the State of Illinois; that it is located on the east bank of the Mississippi river, just across the river from the city of St. Louis, Missouri; that said city of East St. Louis contains at least 60,000 inhabitants, and that the immediate neighboring cities within a few miles thereof, added to the population of East St. Louis, make a population of 125,000 people.

The record shows that it is a large industrial and commercial city; that in industry and commercial enterprise, it ranks much higher than the average city, and is rapidly increasing in population and commerce.

In addition to the large volume of testimony taken in the several hearings before the commission, the commission has upon two separate occasions visited the premises surrounding the Relay Depot, and has examined the location of the lines of the several defendant railroad companies in East St. Louis, and is thoroughly familiar with the same. There can be no question, it seems to the commission, but that the present depot facilities afforded the people of East St. Louis by the defendant railroad companies or by the East St. Louis Relay Passenger Station Association, are wholly inadequate.

The record in this case, the personal investigations made by the commission, and the admission of the defendants, all show such to be the facts. Not only is the depot inadequate, but the approach to it from the city, and the approach from the depot to the trains, are both exceedingly dangerous. The manner of the stopping of trains so far from the depot where passengers alight, the necessity of crossing so many tracks to reach the depot, make it exceedingly hazardous.

Although the complaint asks for such relief as the commission may be able to give in the premises, in particular a union depot is desired, and as stated frequently during the hearings by the several parties in interest, including a number of the defendant railroad companies, there should be a union depot at East St. Louis, and the commission feels that a city the size of East St. Louis, with its commercial enterprise, its large transportation interests, its many industries, and its growing population, is deserving of a modern, up-to-date union depot, fully equipped throughout, but however much the commission might desire to order such a depot, it holds under the law, that it has no power to order any two or more railroad companies to join together in the erection, building or equipping of a union depot, nor has the commission power to order the East St. Louis Relay Passenger Station Association to build a joint depot; it being purely a voluntary association, its appearance in this case being purely voluntary and not being a railroad company, the commission would have no power to make any order, that would in its judgment, be binding upon said association, the jurisdiction and power of the commission being to deal with each respective railroad company separately in relation to matters of this character.

Several, if not all of the defendant railroad companies, in their respective answers, denied the power and jurisdiction of the commission to grant the relief asked for in said complaint, and inasmuch as this is the first case of this character involving as many important propositions in relation to the location of depots, tracks and adequate facilities, the commission deems it not out of place to discuss at some length the question of jurisdiction and power.

The commission is of the opinion that it has power to prescribe by order the building of a depot properly located for the convenience of the public and adequate for the use of the public in such city; that it also has power to prescribe by order the character of the service to be rendered in such depot; that it also has power by order to determine the character of the approaches from the city to the depot and from such depot to the respective trains carrying passengers to and from such station.

It appears to the commission unnecessary to resort to interpretation by extrinsic aids upon the question as to what is the exact meaning of the word "jurisdiction," as applied to jurisdiction over common carriers. In view of the importance of this matter, we will examine what meaning it would be necessary to give this term if the statute itself did not sufficiently define how much jurisdiction is to be exercised. What, then, is jurisdiction over railroads; jurisdiction over *passenger or freight depots, yards and grounds* used in transportation; jurisdiction over *service in connection with the receipt, delivery, storage and handling of property*?

In the Century Dictionary under the title "Jurisdiction," definitions of two uses of that word are given which are manifestly inapplicable here and we insert them merely for the purpose of giving the remaining two their full significance.

The inapplicable uses are stated thus:

"1. Judicial authority; the legal power of hearing and determining controversies, or accusations; the right of exercising the functions of a judge or a legal tribunal."

"3. The domain within which power is exercised; specifically, the territory over which the authority of a State, court or judge extends."

The above are the meanings in which the word is used in statutes creating courts or defining the powers of courts. The two remaining uses ascribed to the word by the same authority are:

"2. *Controlling authority; the right of making and enforcing laws or regulations; the capacity of determining rules of action or use, and exacting penalties; as the jurisdiction of a state over its subjects.*"

"4. *The function or capacity of judging or governing in general; the natural right to judge; inherent power of decision or control.*"

The idea with which this word is used in this statute seems to be that the commission is given controlling authority over railroad corporations, "with the right of making * * * regulations" for their conduct in relation to the public.

The Standard Dictionary thus briefly expresses the idea in one of its definitions of jurisdiction:

"Lawful power or right to exercise official authority, whether *executive, legislative or judicial.*"

That this is the proper construction of that jurisdiction which the Act gives to the commission is indicated by the further provisions of the Act itself; sections 30 and 31 of which read in part:

"Sec. 30. The commission shall have power to *make and enforce* such orders as will secure the safety and *accommodation of persons and property* being transported."

"Sec. 31. The commission are hereby empowered and authorized to hear and *determine* all questions arising under this Act, upon giving due notice," etc.

We do not understand that the power given to the commission by section 30 is to be limited to securing the safety and accommodation of passengers and goods while in the cars. On the contrary, it is our opinion that the words "being transported" were inserted for the purpose of designating the "persons" and "property" which the section refers to and not as limiting the power of the commission to provide for the safety and accommodation of such persons during the time only that they are on the cars in motion. In our judgment the words "persons and property being transported" mean precisely the same as "passengers and baggage, express matter and freight."

The duty of the company to a person presenting himself to be carried, commences at least as soon as he steps upon the grounds of the company with the intention of becoming a passenger, and continues after he has left the trains and until he has by some safe means of exit, arrived upon the public street.

Our opinion as to the meaning of the phrase "persons and property being transported" is strengthened by the belief that the word "transported" as here used, was intended to be given the same broadly inclusive sense, as is ascribed to the term "transportation" by the definition contained in section 23.

There are certain principles which must of necessity govern the commission in arriving at a decision as to whether a depot should be ordered in a given case, among which are the following:

The Railroad and Warehouse Commission Act itself furnishes the following criteria:

(1) There must be a "proper showing of the *necessity*" for the order. (Sec. 24 of the Act of 1911, Hurd's Rev. Stats. of 1911, Ch. 114, Par. 185e.)

(2) And the order must be "reasonable" or it will be reversed on appeal (Sec. 35 of the Act of 1911, Hurd's Rev. Stats. of 1911, Ch. 114, Par. 185p.)

These terms have acquired a fixed and well defined meaning in the statutory and customary law applicable to the duty of railroads in relation to depots. They have crystallized into the phrase "*reasonable public necessity*." If a "reasonable public necessity" demands that the railroad company should establish a station or build a depot, then the government may command the railroad company to comply with such demand. If such a "reasonable public necessity" exists, the action attempting to compel the company to supply the demand is valid, otherwise it is characterized as "*arbitrary*," "*unjust*," and consequently *invalid*.

There are various evidentiary facts which are proper to be considered in arriving at this ultimate judgment, but these when taken singly are not controlling.

In arriving at a decision as to whether a *reasonable public necessity* exists, for the additional accommodations in the way of depot facilities demanded of the railroad company, the following circumstances should be weighed along with any other facts having any logical bearing on the issue:

How the railroad company attempts to supply the demand at present.

The probable amount of the business that will be accommodated.

Whether there are other facilities furnished by competing roads adequate for the demand.

Whether the business accommodated will increase in the future or the reverse.

Whether the general financial condition of the road will bear the expense.

Whether a profit will result to the road from the business accommodated (though an improvement in one part of the service may be ordered in a sufficiently urgent case even where a loss will result from that part of the service).

C. & E. I. R. R. Co. v. People, 222 Ill., 396.

C. & A. R. R. Co. v. People, 152 Ill., 230.

People v. I. C. R. R. Co., 241 Ill., 471.

People v. C. & A. R. R. Co., 130 Ill., 175, and others.

The commission therefore finds, that there is a necessity for additional and more adequate depot facilities in the city of East St. Louis, and that the respective railroad companies should be required to furnish such facilities.

The commission further finds, that the approaches for passengers from the city to the said depot, and the approaches from the depot to the passenger trains, and from the trains to the depot and from the depot to the city, are unsafe and inadequate, and that a necessity exists for more modern approaches and more adequate facilities for depot purposes, and that such changes and improvements are a reasonable public necessity, and an order will be entered against each of the respective railroad companies to furnish within a reasonable time, plans for the examination and approval of this commission, for the erection of a suitable and adequate depot at a suitable place for the convenience and accommodation of the citizens of East St. Louis.

And while this commission, as above stated, has no authority to make any order in relation to a union depot, it desires to express its sincere hope that the respective railroad companies may be able to join together and erect in the city of East St. Louis, a suitable and commodious union depot for the use of the railroad companies entering such city, and the public.

Dated at Springfield, Ill., Oct. 29, 1912.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1127.

Railroad and Warehouse Commission
on relation of
The Commercial Club of East St. Louis, Complainant
v.
Cleveland, Cincinnati, Chicago & St. Louis Railway Co., et al.
Defendants.

In the matter of application of the Commercial Club of East St. Louis, Ill., for additional and adequate depot facilities, together with proper approaches thereto, to be made by the Cleveland, Cincinnati, Chicago & St. Louis Railway Company at East St. Louis, Ill.

The defendant herein, the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, is a company incorporated and doing business in the State of Illinois, as a common carrier, and is engaged in the transportation of freight and passengers in the State of Illinois, and particularly in the city of East St. Louis, county of St. Clair and State of Illinois.

The complaint herein charges and represents that the depot and terminal facilities for passenger traffic maintained, used and operated by the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, within the city of East St. Louis, are wholly inadequate to meet the needs and demands of the public.

The complaint further charges that the depot so maintained, used and operated by the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company, is so surrounded by railroad tracks and switching yards, as to seriously interfere with persons in approaching or departing from said depot, and that the conditions in that regard surrounding said depot, are extremely dangerous to the public.

It appearing to the commission that the complaint herein was properly filed with said commission and that due notice of said filing was given the defendant railway company as required by law and the rules of this commission, and that said defendant railroad company has filed its answer to said complaint, and made personal appearance by its attorney.

The commission finds, that it has jurisdiction of the subject matter together with all of the parties in interest, and the commission having personally examined said depot facilities together with the tracks and switch yards surrounding the same and the particular locality in which the same is located with its respective approaches, and having heard the testimony offered by the respective parties and arguments of counsel, and being fully advised in the premises.

The commission finds, that the facts set forth in the fourth paragraph of said complaint are in substance and fact true, and the commission further finds that said railway company, the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, has failed and is now failing to furnish for the accommodation of the public, reasonable and adequate depot facilities; that it is failing to furnish reasonable and safe approaches for the public to and from said depot.

The commission further finds that the defendant railway company has failed and is now failing to furnish reasonable and safe approaches from said depot to the several passenger trains run by it through the city of East St. Louis, and safe approaches for passengers alighting from its respective trains to said depot in the city of East St. Louis.

And the commission further finds that there is a reasonable public necessity for additional and adequate depot facilities to be furnished by said railway company in the city of East St. Louis, and that there is a reasonable public necessity that it furnish safe and proper approaches to its said depot and trains in the city of East St. Louis, State of Illinois.

It is therefore ordered, adjudged and decreed by the commission that the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company be, and

the same is hereby ordered and directed to erect at some suitable and convenient place within the city of East St. Louis, county of St. Clair and State of Illinois, a sufficient and adequate depot for the use of the public, with suitable and safe approaches thereto.

It is further ordered by the commission that said railway company prepare or have prepared, plans and specifications for such depot and submit the same to this commission by Jan. 1, 1913, for its examination and approval, and that said railway company proceed with all convenient speed to determine and report to this commission, the location of said depot, which location shall be reasonable and convenient for the use of the public in said city of East St. Louis, county of St. Clair and State of Illinois.

The commission reserves the right to fix the time when said depot shall, be erected, until after the presentation and approval of plans therefor.

The commission also reserves full jurisdiction of all parties hereto and the subject matter for the purpose of making any further order herein at any time it may become necessary so to do.

By order of the commission this 29th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1127.

Railroad and Warehouse Commission
on relation of

The Commercial Club of East St. Louis, Complainant

v.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company, et al.
Defendants.

In the matter of the application of the Commercial Club of East St. Louis, Ill., for additional and adequate depot facilities, together with proper approaches thereto, to be made by the Chicago & Alton Railroad Company at East St. Louis, Ill.

The defendant herein, the Chicago & Alton Railroad Company, is a company incorporated under the laws of the State of Illinois and doing business therein as a common carrier, and is engaged in the transportation of freight and passengers in the State of Illinois, and particularly in the city of East St. Louis, county of St. Clair and State of Illinois.

The complaint herein charges and represents that the depot and terminal facilities for passenger traffic maintained used and operated by the Chicago & Alton Railroad Company, within the city of East St. Louis, are wholly inadequate to meet the needs and demands of the public.

The complaint further charges that the depot so maintained, used and operated by the said Chicago & Alton Railroad Company, is so surrounded by railroad tracks and switching yards, as to seriously interfere with persons in approaching or departing from said depot, and that the conditions in that regard surrounding said depot, are extremely dangerous to the public.

It appearing to the commission that the complaint herein was properly filed with said commission and that due notice of said filing was given the defendant railroad company as required by law and the rules of this commission, and that said defendant railroad company has filed its answer to said complaint, and made personal appearance by its attorney.

The commission finds, that it has jurisdiction of the subject matter together with all of the parties in interest, and the commission having personally examined said depot facilities together with the tracks and switch yards surrounding the same and the particular locality in which the same

is located with its respective approaches, and having heard the testimony offered by the respective parties and arguments of counsel, and being fully advised in the premises.

The commission finds that the facts set forth in the fourth paragraph of said complaint are in substance and fact true, and the commission further finds that said railroad company, the Chicago & Alton Railroad Company, has failed and is now failing to furnish for the accomodation of the public, reasonable and adequate depot facilities; that it is failing to furnish reasonable and safe approaches for the public to and from said depot.

The commission further finds that the defendant railroad company has failed and is now failing to furnish reasonable and safe approaches from said depot to the several passenger trains run by it through the city of East St. Louis, and safe approaches for passengers alighting from its respective trains to said depot in the city of East St. Louis.

And the commission further finds that there is a reasonable public necessity for additional and adequate depot facilities to be furnished by said railroad company in the city of East St. Louis, and that there is a reasonable public necessity that it furnish safe and proper approaches to its said depot and trains in the city of East St. Louis, State of Illinois.

It is therefore ordered, adjudged and decreed by the commission that the said Chicago & Alton Railroad Company be, and the same is hereby ordered and directed to erect at some suitable and convenient place within the city of East St. Louis, county of St. Clair and State of Illinois, a sufficient and adequate depot for the use of the public with suitable and safe approaches thereto.

It is further ordered by the commission that said railroad company prepare or have prepared, plans and specifications for such depot and submit the same to this commission by Jan. 1, 1913, for its examination and approval, and that said railroad company proceed with all convenient speed to determine and report to this commission, the location of said depot, which location shall be reasonable and convenient for the use of the public in said city of East St. Louis, county of St. Clair and State of Illinois.

The commission reserves the right to fix the time when said depot shall be erected, until after the presentation and approval of plans therefor.

The commission also reserves full jurisdiction of all parties hereto and the subject matter for the purpose of making any further order herein at any time it may become necessary so to do.

By order of the commission this 29th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1127.

Railroad and Warehouse Commission
on relation of

The Commercial Club of East St. Louis, Complainant
v.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company, et al.,
Defendants.

In the matter of the application of the Commercial Club of East St. Louis, Ill., for additional and adequate depot facilities, together with proper approaches thereto, to be made by the Vandalia Railroad Company at East St. Louis, Ill.

The defendant herein, the Vandalia Railroad Company, is a company incorporated under the laws of the State of Illinois and doing business therein

as a common carrier, and is engaged in the transportation of freight and passengers in the State of Illinois, and particularly in the city of East St. Louis, county of St. Clair and State of Illinois.

The complaint herein charges and represents that the depot and terminal facilities for passenger traffic maintained, used and operated by the Vandalia Railroad Company within the city of East St. Louis, are wholly inadequate to meet the needs and demands of the public.

The complaint further charges that the depot so maintained, used and operated by the said Vandalia Railroad Company, is so surrounded by railroad tracks and switching yards, as to seriously interfere with persons in approaching or departing from said depot, and that the conditions in that regard surrounding said depot, are extremely dangerous to the public.

It appearing to the commission that the complaint herein was properly filed with said commission and that due notice of said filing was given the defendant railroad company as required by law and the rules of this commission, and that said defendant railroad company has filed its answer to said complaint, and made personal appearance by its attorney.

The commission finds, that it has jurisdiction of the subject matter together with all of the parties in interest, and the commission having personally examined said depot facilities together with the tracks and switch yards surrounding the same and the particular locality in which the same is located with the respective approaches, and having heard the testimony offered by the respective parties and arguments of counsel, and being fully advised in the premises;

The commission finds, that the facts set forth in the fourth paragraph of said complaint are in substance and fact true, and the commission further finds that said railroad company, the Vandalia Railroad Company, has failed and is now failing to furnish for the accommodation of the public, reasonable and adequate depot facilities; that it is now failing to furnish reasonable and safe approaches for the public to and from said depot;

The commission further finds that the defendant railroad company has failed and is now failing to furnish reasonable and safe approaches from said depot to the several passenger trains run by it through the city of East St. Louis, and safe approaches for passengers alighting from its respective trains to said depot in the city of East St. Louis;

And the commission further finds that there is a reasonable public necessity for additional and adequate depot facilities to be furnished by said railroad company in the city of East St. Louis, and that there is a reasonable public necessity that it furnish safe and proper approaches to its said depot and trains in the city of East St. Louis, State of Illinois.

It is therefore ordered, adjudged and decreed by the commission that the said Vandalia Railroad Company be, and the same is hereby ordered and directed to erect at some suitable and convenient place within the city of East St. Louis, county of St. Clair and State of Illinois, a sufficient and adequate depot for the use of the public, with suitable and safe approaches thereto;

It is further ordered by the commission that said railroad company prepare or have prepared, plans and specifications for such depot and submit the same to this commission by Jan. 1, 1913, for its examination and approval, and that said railroad company proceed with all convenient speed to determine and report to this commission, the location of said depot, which location shall be reasonable and convenient for the use of the public in said city of East St. Louis, county of St. Clair and State of Illinois.

The commission reserves the right to fix the time when said depot shall be erected, until after the presentation and approval of plans therefor.

The commission also reserves full jurisdiction of all parties hereto and the subject matter for the purpose of making any further order herein at any time it may become necessary so to do.

By order of the commission this 29th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1127.

Railroad and Warehouse Commission
on relation of
The Commercial Club of East St. Louis, Complainant
v.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company, et al.,
Defendants.

In the matter of the application of the Commercial Club of East St. Louis, Ill., for additional and adequate depot facilities, together with proper approaches thereto, to be made by the Wabash Railroad Company at East St. Louis, Ill.

The defendant herein, the Wabash Railroad Company, is a company incorporated under the laws of the State of Illinois and doing business therein as a common carrier, and is engaged in the transportation of freight and passengers in the State of Illinois, and particularly in the city of East St. Louis, county of St. Clair and State of Illinois.

The complaint herein charges and represents that the depot and terminal facilities for passenger traffic maintained, used and operated by the Wabash Railroad Company, within the city of East St. Louis, are wholly inadequate to meet the needs and demands of the public.

The complaint further charges that the depot so maintained, used and operated by the said Wabash Railroad Company is so surrounded by railroad tracks and switching yards, as to seriously interfere with persons in approaching or departing from said depot, and that the conditions in that regard surrounding said depot, are extremely dangerous to the public.

It appearing to the commission that the complaint herein was properly filed with said commission and that due notice of said filing was given the defendant railroad company as required by law and the rules of this commission, and that said defendant railroad company has filed its answer to said complaint, and made personal appearance by its attorney;

The commission finds, that it has jurisdiction of the subject matter together with all of the parties in interest, and the commission having personally examined said depot facilities together with the tracks and switch yards surrounding the same and the particular locality in which the same is located with the respective approaches, and having heard the testimony offered by the respective parties and arguments of counsel, and being fully advised in the premises;

The commission finds, that the facts set forth in the fourth paragraph of said complaint are in substance and fact true, and the commission further finds that said railroad company, the Wabash Railroad Company, has failed and is now failing to furnish for the accommodation of the public, reasonable and adequate depot facilities; that it is failing to furnish reasonable and safe approaches for the public to and from said depot;

The commission further finds that the defendant railroad company has failed and is now failing to furnish reasonable and safe approaches from said depot to the several passenger trains run by it through the city of East St. Louis, and safe approaches for passengers alighting from its respective trains to said depot in the city of East St. Louis.

And the commission further finds that there is a reasonable public necessity for additional and adequate depot facilities to be furnished by said railroad company in the city of East St. Louis, and that there is a reasonable public necessity that it furnish safe and proper approaches to its said depot and trains in the city of East St. Louis, State of Illinois.

It is therefore ordered, adjudged and decreed by the commission that the said Wabash Railroad Company be, and the same is hereby ordered and directed to erect at some suitable and convenient place within the city of East St. Louis, county of St. Clair and State of Illinois, a sufficient and adequate depot for the use of the public, with suitable and safe approaches thereto.

It is further ordered by the commission that said railroad company prepare or have prepared, plans and specifications for such depot and submit the same to this commission by Jan. 1, 1913, for its examination and approval, and that said railroad company proceed with all convenient speed to determine and report to this commission, the location of said depot, which location shall be reasonable and convenient for the use of the public in said city of East St. Louis, county of St. Clair and State of Illinois.

The commission reserves the right to fix the time when said depot shall be erected, until after the presentation and approval of plans therefor.

The commission also reserves full jurisdiction of all parties hereto and the subject matter for the purpose of making any further order herein at any time it may become necessary so to do.

By order of the commission this 29th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*,
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1127.

Railroad and Warehouse Commission
on relation of
The Commercial Club of East St. Louis, Complainant
v.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company, et al.,
Defendants.

In the matter of the application of the Commercial Club of East St. Louis, Ill., for additional and adequate depot facilities, together with proper approaches thereto, to be made by the Baltimore & Ohio Southwestern Railroad Company at East St. Louis, Ill.

The defendant herein, the Baltimore & Ohio Southwestern Railroad Company, is a company incorporated and doing business in the State of Illinois as a common carrier, and is engaged in the transportation of freight and passengers in the State of Illinois, and particularly in the city of East St. Louis, county of St. Clair and State of Illinois.

The complaint herein charges and represents that the depot and terminal facilities for passenger traffic maintained, used and operated by the Baltimore & Ohio Southwestern Railroad Company, within the city of East St. Louis are wholly inadequate to meet the needs and demands of the public.

The complaint further charges that the depot so maintained, used and operated by the said Baltimore & Ohio Southwestern Railroad Company, is so surrounded by railroad tracks and switching yards, as to seriously

interfere with persons in approaching or departing from said depot, and that the conditions in that regard surrounding said depot, are extremely dangerous to the public.

It appearing to the commission that the complaint herein was properly filed with said commission and that due notice of said filing was given the defendant railroad company as required by law and the rules of this commission, and that said defendant railroad company has filed its answer to said complaint, and made personal appearance by its attorney;

The commission finds, that it has jurisdiction of the subject matter together with all of the parties in interest, and the commission having personally examined said depot facilities together with the tracks and switch yards surrounding the same and the particular locality in which the same is located with the respective approaches, and having heard the testimony offered by the respective parties and arguments of counsel, and being fully advised in the premises;

The commission finds that the facts set forth in the fourth paragraph of said complaint are in substance and fact true, and the commission further finds that said railroad company, the Baltimore & Ohio Southwestern Railroad Company, has failed and is now failing to furnish for the accommodation of the public, reasonable and adequate facilities; that it is failing to furnish reasonable and safe approaches for the public to and from said depot;

The commission further finds that the defendant railroad company has failed and is now failing to furnish reasonable and safe approaches from said depot to the several passenger trains run by it through the city of East St. Louis, and safe approaches for passengers alighting from its respective trains to said depot in the city of East St. Louis;

And the commission further finds that there is a reasonable public necessity for additional and adequate depot facilities to be furnished by said railroad company in the city of East St. Louis, and that there is a reasonable public necessity for additional and adequate depot facilities to be furnished by said railroad company in the city of East St. Louis, and that there is a reasonable public necessity that it furnish safe and proper approaches to its said depot and trains in the city of East St. Louis, State of Illinois.

It is therefore ordered, adjudged and decreed by the commission that the said Baltimore & Ohio Southwestern Railroad Company be, and the same is hereby ordered and directed to erect at some suitable and convenient place within the city of East St. Louis, county of St. Clair and State of Illinois, a sufficient and adequate depot for the use of the public, with suitable and safe approaches thereto.

It is further ordered by the commission that said railroad company prepare or have prepared, plans and specifications for such depot and submit the same to this commission by Jan. 1, 1913, for its examination and approval, and that said railroad company proceed with all convenient speed to determine and report to this commission, the location of said depot, which location shall be reasonable and convenient for the use of the public in said city of East St. Louis, county of St. Clair and State of Illinois.

The commission reserves the right to fix the time when said depot shall be erected, until after the presentation and approval of plans therefor.

The commission also reserves full jurisdiction of all parties hereto and the subject matter for the purpose of making any further order herein at any time it may become necessary so to do.

By order of the commission this 29th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WHITTOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1127.

Railroad and Warehouse Commission
on relation of
The Commercial Club of East St. Louis, Complainant
v.

The Cleveland, Cincinnati, Chicago & Ct. Louis Railway Company, et al.,
Defendants.

In the matter of the application of the Commercial Club of East St. Louis, Ill., for additional and adequate depot facilities, together with proper approaches thereto, to be made by the Illinois Central Railroad Company at East St. Louis, Ill.

The defendant herein, the Illinois Central Railroad Company, is a company incorporated under the laws of the State of Illinois and doing business therein as a common carrier, and is engaged in the transportation of freight and passengers in the State of Illinois, and particularly in the city of East St. Louis, county of St. Clair and State of Illinois.

The complaint herein charges and represents that the depot and terminal facilities for passenger traffic maintained, used and operated by the Illinois Central Railroad Company, within the city of East St. Louis, are wholly inadequate to meet the needs and demands of the public.

The complaint further charges that the depot so maintained, used and operated by the said Illinois Central Railroad Company is so surrounded by railroad tracks and switching yards, as to seriously interfere with persons in approaching and departing from said depot, and that the conditions in that regard surrounding said depot, are extremely dangerous to the public.

It appearing to the commission that the complaint herein was properly filed with said commission and that due notice of said filing was given the defendant railroad company as required by law and the rules of this commission, and that said defendant railroad company has filed its answer to said complaint, and made personal appearance by its attorney.

The commission finds, that it has jurisdiction of the subject matter together with all of the parties in interest, and the commission having personally examined said depot facilities together with the tracks and switch yards surrounding the same and the particular locality in which the same is located with its respective approaches, and having heard the testimony offered by the respective parties and arguments of counsel, and being fully advised in the premises;

The commission finds that the facts set forth in the fourth paragraph of said complaint are in substance and fact true, and the commission further finds that said railroad company, the Illinois Central Railroad Company, has failed and is now failing to furnish for the accommodation of the public, reasonable and adequate depot facilities; and that it is failing to furnish reasonable and safe approaches for the public to and from said depot;

The commission further finds that the defendant railroad company has failed and is now failing to furnish reasonable and safe approaches from said depot to the several passenger trains run by it through the city of East St. Louis, and safe approaches for passengers alighting from its respective trains to said depot in the city of East St. Louis;

And the commission further finds that there is a reasonable public necessity for additional and adequate depot facilities to be furnished by said railroad company in the city of East St. Louis, and that there is a reasonable public necessity that it furnish safe and proper approaches to its said depot and trains in the city of East St. Louis, State of Illinois.

It is therefore ordered, adjudged and decreed by the commission that the said Illinois Central Railroad Company be, and the same is hereby ordered and directed to erect at some suitable and convenient place within

the city of East St. Louis, county of St. Clair and State of Illinois, a sufficient and adequate depot for the use of the public, with suitable and safe approaches thereto;

It is further ordered by the commission that said railroad company prepare or have prepared, plans and specifications for such depot and submit the same to this commission by Jan. 1, 1913, for its examination and approval, and that said railroad company proceed with all convenient speed to determine and report to this commission, the location of said depot, which location shall be reasonable and convenient for the use of the public in said city of East St. Louis, county of St. Clair and State of Illinois.

The commission reserves the right to fix the time when said depot shall be erected, until after the presentation and approval of plans therefor.

The commission also reserves full jurisdiction of all parties hereto and the subject matter for the purpose of making any further order herein at any time it may become necessary so to do.

By order of the commission this 29th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1127.

Railroad and Warehouse Commission
on relation of
The Commercial Club of East St. Louis, Complainant

v.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company, et al.,
Defendants.

In the matter of the application of the Commercial Club of East St. Louis, Ill., for additional and adequate depot facilities, together with proper approaches thereto to be made by the St. Louis, Iron Mountain & Southern Railway Company of East St. Louis, Ill.

The defendant herein, the St. Louis, Iron Mountain & Southern Railway Company, is a company incorporated and doing business in the State of Illinois as a common carrier, and is engaged in the transportation of freight and passengers in the State of Illinois, and particularly in the city of East St. Louis, county of St. Clair and State of Illinois.

The complaint herein charges and represents that the depot and terminal facilities for passenger traffic maintained, used and operated by the St. Louis, Iron Mountain & Southern Railway Company, within the city of East St. Louis, are wholly inadequate to meet the needs and demands of the public.

The complaint further charges that the depot so maintained, used and operated by the said St. Louis, Iron Mountain & Southern Railway Company, is so surrounded by railroad tracks and switching yards, as to seriously interfere with persons in approaching or departing from said depot, and that the conditions in that regard surrounding said depot, are extremely dangerous to the public.

It appearing to the commission that the complaint herein was properly filed with said commission and that due notice of said filing was given the defendant railway company as required by law and the rules of this commission, and that said defendant railway company has filed its answer to said complaint, and made personal appearance by its attorney.

The commission finds, that it has jurisdiction of the subject matter together with all of the parties in interest, and the commission having personally examined said depot facilities together with the tracks and switching yards surrounding the same and the particular locality in which the same

is located with its respective approaches, and having heard the testimony offered by the respective parties and arguments of counsel, and being fully advised in the premises;

The commission finds that the facts set forth in the fourth paragraph of said complaint are in substance and fact true, and the commission further finds that said railway company, the St. Louis, Iron Mountain & Southern Railway Company, has failed and is now failing to furnish for the accommodation of the public reasonable and adequate depot facilities; that it is failing to furnish reasonable and safe approaches for the public to and from said depot;

The commission further finds that the defendant railway company has failed and is now failing to furnish reasonable and safe approaches from said depot to the several passenger trains run by it through the city of East St. Louis, and safe approaches for passengers alighting from its respective trains to said depot in the city of East St. Louis;

And the commission further finds that there is a reasonable public necessity for additional and adequate depot facilities to be furnished by said railroad company in the city of East St. Louis, and that there is a reasonable public necessity that it furnish safe and proper approaches to its said depot and trains in the city of East St. Louis, State of Illinois.

It is therefore ordered, adjudged and decreed by the commission that the said St. Louis, Iron Mountain & Southern Railway Company be, and the same is hereby ordered and directed to erect at some suitable and convenient place within the city of East St. Louis, county of St. Clair and State of Illinois, a sufficient and adequate depot for the use of the public, with suitable and safe approaches thereto;

It is further ordered by the commission that said railway company prepare or have prepared, plans and specifications for such depot and submit the same to this commission by Jan. 1, 1913, for its examination and approval, and that said railway company proceed with all convenient speed to determine and report to this commission, the location of said depot, which location shall be reasonable and convenient for the use of the public in said city of East St. Louis, county of St. Clair and State of Illinois.

The commission reserves the right to fix the time when said depot shall be erected, until after the presentation and approval of plans therefor.

The commission also reserves full jurisdiction of all parties hereto and the subject matter for the purpose of making any further order herein at any time it may become necessary so to do.

By order of the commission this 29th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
E. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1127.

Railroad and Warehouse Commission

on relation of

The Commercial Club of East St. Louis, Complainant

v.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company, et al.,
Defendants.

In the matter of the application of the Commercial Club of East St. Louis, Ill., for additional and adequate depot facilities, together with proper approaches thereto, to be made by the St. Louis Southwestern Railway Company at East St. Louis, Ill.

The defendant herein, the St. Louis Southwestern Railway Company, is a company incorporated under the laws of the State of Illinois and doing

business therein as a common carrier, and is engaged in the transportation of freight and passengers in the State of Illinois, and particularly in the city of East St. Louis, county of St. Clair and State of Illinois.

The complaint herein charges and represents that the depot and terminal facilities for passenger traffic maintained, used and operated by the St. Louis Southwestern Railway Company, within the city of East St. Louis, are wholly inadequate to meet the needs and demands of the public.

The complaint further charges that the depot so maintained, used and operated by the said St. Louis Southwestern Railway Company, is so surrounded by railroad tracks and switching yards, as to seriously interfere with persons in approaching or departing from said depot, and that the conditions in that regard surrounding said depot, are extremely dangerous to the public.

It appearing to the commission that the complaint herein was properly filed with said commission and that due notice of said filing was given the defendant railway company as required by law and the rules of this commission, and that said defendant railway company has filed its answer to said complaint, and made personal appearance by its attorney;

The commission finds, that it has jurisdiction of the subject matter together with all of the parties in interest, and the commission having personally examined said depot facilities together with the tracks and switch yards surrounding the same and the particular locality in which the same is located with its respective approaches, and having heard the testimony offered by the respective parties and arguments of counsel, and being fully advised in the premises;

The commission finds, that the facts set forth in the fourth paragraph of said complaint are in substance an fact true and the commission further finds that said railway company, the St. Louis Southwestern Railway Company, has failed and is now failing to furnish for the accommodation of the public, reasonable and adequate depot facilities; that it is failing to furnish reasonable and safe approaches for the public to and from said depot;

The commission further finds that the defendant railway company has failed and is now failing to furnish reasonable and safe approaches from said depot to the several passenger trains run by it through the city of East St. Louis, and safe approaches for passengers alighting from its respective trains to said depot in the city of East St. Louis;

And the commission further finds that there is a reasonable public necessity for additional and adequate depot facilities to be furnished by said railway company in the city of East St. Louis, and that there is a reasonable public necessity that it furnish safe and proper approaches to its said depot and trains in the city of East St. Louis, State of Illinois.

It is therefore ordered, adjudged and decreed by the commission that the said St. Louis Southwestern Railway Company, be, and the same is hereby ordered and directed to erect at some suitable and convenient place within the city of East St. Louis, county of St. Clair and State of Illinois, a sufficient and adequate depot for the use of the public, with suitable and safe approaches thereto.

It is further ordered by the commission that said railway company prepare or have prepared, plans and specifications for such depot and submit the same to this commission by Jan. 1, 1913, for its examination and approval, and that said railway company proceed with all convenient speed to determine and report to this commission, the location of said depot, which location shall be reasonable and convenient for the use of the public in said city of East St. Louis, county of St. Clair and State of Illinois.

The commission reserves the right to fix the time when said depot shall be erected, until after the presentation and approval of plans therefor.

The commission also reserves full jurisdiction of all parties hereto and the subject matter for the purpose of making any further order herein at any time it may become necessary so to do.

By order of the commission this 29th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 2001.

Railroad and Warehouse Commission
on relation of
Harman Coal Co.

v.

Elgin, Joliet & Eastern Railway Co.

In re application for track connection at Normantown, Ill.

This is an application for a track connection at Normantown, Ill. This cause coming on for hearing and it appearing from the testimony that the petitioner herein, has not erected any sheds, but that the application is for track connection to be ordered at this time, and afterwards such sheds or yards to be erected and built.

In the case of the Railroad and Warehouse Commission ex rel. A. and J. Van der Wagon v. Belt Railway Co., presenting the same facts, the commission said:

"The complaint in this case states that complainant desires an order of this commission compelling a connection with the defendant road, 'so that the coal yard they wish to establish on their property may be reached by cars on the defendant's railroad.' Without at this time determining what would be the holding of the commission if the complaint stated that the complainant had established and was using and operating a coal yard at the point named and desired this connection, it is sufficient to say that in the opinion of the commission, under the complaint and the evidence in this case, the commission would not be justified in directing a physical connection at this point. The commission holds that it would be going beyond the intention, both of the Constitution and the Statute as well, to hold that a connection might be made in advance, alleging that the complainant expected to sometime in the future establish a coal yard. The intention of the Constitution and the Statute as well, was that, when a coal bank or coal yard was established and ready for operation or would be in the near future, that any railroad company should permit a connection to be made for the purpose of receiving and sending away cars and coal from such bank or yard."

The finding of the commission in that case is conclusive in this one and whatever the commission might do in case of the yards and sheds being completed at the time of the application, this proceeding will have to be dismissed for the reason given above.

By order of the commission, this 6th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 2000.

Railroad and Warehouse Commission
on relation of

Citizens of Borton, Complainant

v.

Cincinnati, Hamilton & Dayton Railway Company,

Vandalia Railroad Company, Defendants.

Now on this day comes the Vandalia Railroad Company, one of the defendants in the above entitled cause, and represents to the commission that it is preparing plans and specifications, and expects to comply at the earliest possible time, with the order of this commission dated Oct. 5, 1912, in which order said defendant is required to file plans and specifications with this commission for its approval within thirty days from that date.

And further represents to the commission that it has been practically impossible for said defendant to prepare said plans on account of business matters, and that the time was insufficient to prepare such plans as they deemed necessary at this point.

And move the commission for an extension of sixty days time, in which to file said plans, and the commission having heard the statements of the respective parties, and it appearing to the commission that it is proper under the representations made, the time set in the original order is hereby extended until Jan. 1, 1913, at which time the said Vandalia Railroad Company shall file such plans and specifications as originally directed.

By order of the commission, this 13th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1199.

Railroad and Warehouse Commission ex rel.
Aberdeen Lumber Company, Complainant

v.

Chicago & Eastern Illinois Railroad Company, Defendant.

Application for suspension of 7.9 cent rate and protection of 5.5 cent rate on shipments, lumber from Thebes and Joppa to Alton, Ill.

Now on this day comes the Aberdeen Lumber Company and files herein its statement and application for suspension of rate of 7.9 cents per cwt. shown in C. & E. I. freight tariff 2800-C. I. C. C. No. 2596, effective July 6, 1912 and shows to the commission that certain contracts were entered into by said company for shipments of lumber between said points when the rate on said shipments was 5½ cents per cwt.

And it appearing to the commission that the petitioner herein had entered into certain contracts when the tariff showed a rate of 5½ cents cwt., and that said contracts have not yet been filled, and said company further showing to the commission that if said rate of 7.9 cents cwt., is charged them upon said shipments where such contracts are made, it will cause a great loss to them, and it further appearing to the commission from the statements of parties herein that the petitioner herein had no notice of the advance made by said railroad company, and that said railroad company does not desire to work a hardship upon said petitioner, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed by the commission that said rate of 7.9 cents cwt. between Thebes and Joppa to Alton, Ill., be and the same is hereby suspended, and that the defendant road be required to and is hereby authorized to continue said rate of $5\frac{1}{2}$ cents cwt. until the said petitioner herein has completed shipments on the contracts heretofore entered into based upon said rate of $5\frac{1}{2}$ cents cwt., but is not required to continue said $5\frac{1}{2}$ cent rate beyond Jan. 1, 1913;

It is further ordered that the respective parties are hereby authorized and directed to settle said charges upon the basis hereinabove stated.

By order of the commission this 27th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

**Miscellaneous Orders and Rulings
of the Commission.**

MISCELLANEOUS ORDERS AND RULINGS OF THE COMMISSION.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 399.

Railroad and Warehouse Commission
on relation of
Big Creek Colliery Co.

v.

Cleveland, Cincinnati, Chicago & St. Louis Railway Co.

In the matter of the application of the Big Creek Colliery Company against the Cleveland, Cincinnati, Chicago & St. Louis Railway Company for order authorizing said company to remit certain demurrage charges.

Now on this day comes the respective parties hereto and represents to the commission that on May 19, 1910, four cars, namely I. C. 3158, I. C. 85754, I. C. 140871 and C. C. C. & St. L. 38395, all loaded with mine props, were shipped from Parker, Ill., to the Saline County Coal Company, Ledford, Ill., said company being a subsidiary company of the petitioner herein.

It further appears that said four cars arrived at Ledford, Ill., on May 23, 1910, and were placed for unloading May 24, 1910.

It further appears to the commission that owing to a strike in that vicinity and community, consignee was wholly unable to unload these cars, the conditions being such that an attempt to do so, would probably have caused a breach of the peace, and would have been dangerous to the respective parties.

It further appears that this condition continued until the first week in July 1910, at the close of which time said cars were unloaded.

It further appears that the defendant road during said period charged demurrage on said cars to the amount of \$128.00.

The petitioner herein denies liability for such demurrage charges for the reasons herein stated, and it appearing to the commission that said defendant road is willing to remit such demurrage charges if authorized to do so.

It is therefore ordered, adjudged and decreed by this commission that the said defendant road be, and the same is hereby authorized to remit such demurrage charges in the amount of \$128.00.

By order of the commission this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 400.

Southern Railway Co.
and
Southern Coal & Mining Co., Jointly,
Ex Parte.

Petition for approval of settlement of demurrage charges.

Now on this day comes the respective parties before this commission and files herein their statement and agreement for adjustment of matters therein contained, which agreement and settlement is in the words and figures following, that is to say:

"WHEREAS, during the month of March, A. D. 1912, the consumers of coal in St. Louis and vicinity stored a great amount of coal on account of an anticipated strike by the coal miners to take place April 1, 1912; and,

WHEREAS, a great many of such consumers desired to store lump coal, and in furnishing them such lump coal there was a great accumulation of screenings by the operators of coal mines; and,

WHEREAS, the Southern Coal and Mining Company is the operator of a number of coal mines located on the lines of the Southern Railway Company in the State of Illinois, and during said months of March was furnishing lump coal to its consumers, including the Southern Railway Company, for storage, and in so doing accumulated a great amount of screenings that had to be kept in coal cars for quite a length of time before the same could be disposed of, and in so holding said screenings a great amount of demurrage accrued, to wit, fourteen hundred sixteen dollars (\$1,416.00); and,

WHEREAS, all the operators furnished said lump coal for storage under the belief that there would be some adjustment of the demurrage on the cars containing the screenings produced by furnishing said lump coal; and,

WHEREAS, both the parties hereto acted upon the assumption that some adjustment could be made of said demurrage charges and are willing to make such a settlement provided the same is approved by the Railroad and Warehouse Commission of the State of Illinois.

Now, therefore, it is agreed by and on behalf of the Southern Railway Company that it will remit and cancel said demurrage charges on said screenings in intrastate shipments, amounting to \$1,416.00 provided that the Southern Coal and Mining Company will pay the said Southern Railway Company all the per diem that the said Southern Railway Company was required to pay to other railroad companies on cars held by the Southern Railway Company on which said demurrage accrued, provided that said settlement is approved by the Railroad and Warehouse Commission of the State of Illinois.

And it is agreed by the Southern Coal & Mining Company that in consideration of the Southern Railway Company remitting and cancelling its demurrage charges, as hereinabove set forth, it will pay to said Southern Railway Company the per diem that the Southern Railway Company has been required to pay to other railroad companies on cars held by said Southern Coal & Mining Company on which the demurrage hereinabove mentioned accrued.

This agreement to apply solely and only to intrastate shipments.

IN WITNESS WHEREOF the parties hereto have caused this agreement to be executed this 5th day of July, A. D. 1912.

SOUTHERN RAILWAY COMPANY

By B. G. FALLIS,

General Superintendent.

SOUTHERN COAL AND MINING COMPANY

By W. K. KAVANAUGH,

President and General Manager.

And the commission being fully advised in the premises,

It is therefore ordered, adjudged and decreed by the commission that said agreement and settlement be, and the same is hereby approved and confirmed, and the respective parties authorized to carry the same into effect.

By order of the commission this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 409.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Co.
Ex Parte.

Application for authority to protect certain rate on shipment of cast iron radiators.

Now on this day comes the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and files herein the following application:

"Shipment covered by this claim was made from Litchfield, Ill., by the American Radiator Company to Mr. D. E. Sexton, Carlinville, Ill., and same moved via C. C. C. & St. L. Ry. in connection with the Chicago & Alton R. R.

The rate assessed on this shipment is the third class rate of 22.2 cents per cwt. published in C. C. C. & St. L. tariff 541-B, ICC 4971, effective Sept. 18, 1909.

Effective April 1, 1912, in C. C. C. & St. L. tariff 525, I. C. C. 5965, commodity rate of 15 cents per cwt. was published to Girard, Ill.

Carlinville, Ill., is directly intermediate to Girard, Ill., and it is desired to apply on this shipment the rate of 15 cents per cwt. published to that point subsequent to the date of this shipment. This shipment was made Aug. 28, 1911, and charges were assessed upon basis of rate of 22.2 cents per cwt. which as previously stated herein, is the third class rate as published in C. C. C. & St. L. tariff 541-B, ICC 4971, effective Sept. 18, 1909.

It is desired to apply the rate of 15 cents per cwt. which was published to Girard, Ill., effective April 1, 1912. The difference between the rate charged and that sought to be applied is 7.2 cents per cwt. and the amount desired to be remitted is \$3.25.

For your further information we will state that on the date of this shipment, rate of 15 cents per cwt. was published to Joliet, Ill., in W. H. Hosmers' tariff 503-A, ICC A-65, effective Sept. 1, 1909.

Will you kindly advise us whether or not we have authority to make refund on this shipment of \$3.25 upon basis of 15 cents per cwt.

This shipment consisted of five cast iron radiators weighing 2541 lbs. which was forwarded from Litchfield, in N. Y. C. & H. R. car No. 91661.

[Signed] W. T. STEVENSON.
Chief of Tariff Bureau."

And the commission being fully advised in the premises finds, that the request of said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company be, and the same is hereby authorized to make refund of said amount of \$3.25.

By order of the commission this 1st day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 410.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company,
Ex Parte.

Application for authority to protect certain rate on shipment of cast iron radiators.

Now on this day comes the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and files herein the following application:

"Shipment was forwarded from Litchfield, Ill., to Champaign, Ill., via C. C. C. & St. L. Ry. and was shipped by the American Radiator Co. to W. R. Wozencraft.

"The published rate applicable to this shipment was the third class rate of 24 cents per cwt. published in C. C. C. & St. L. tariff 460, ICC 5292, effective June 1, 1910.

"Effective April 1, 1912, commodity rate of 15 cents per cwt. was published in C. C. C. & St. L. tariff 525, ICC 5965. The change in the rate became effective April 1, 1912, as stated herein, and consisted of a reduction from the third class rate of 24 cents per cwt. to the commodity rate of 15 cents per cwt. This shipment originated Sept. 13, 1911, and charges were assessed upon basis of rate of 21.1 cents per cwt. It is desired to apply rate of 15 cents per cwt. which became effective subsequent to the date of this shipment. The difference between the rate charged and the rate desired to be applied is 6.1 cents per cwt., and authority is desired to make refund to the American Radiator Co. of \$5.68. This shipment was forwarded in N. Y. C. & H. R., car No. 98337 and consisted of 9,318 lbs. of cast iron radiators.

"Will you kindly advise us whether or not we have your authority to make refund of \$5.68 on this shipment upon basis of rate of 15 cents per cwt.

[Signed] W. T. STEVENSON,
Chief of Tariff Bureau.

And the commission being fully advised in the premises finds, that the request of said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company be, and the same is hereby authorized to make refund of said amount of \$5.68.

By order of the commission, this 1st day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman;*
B. A. ECKHART, *Commissioner;*
J. A. WILLOUGHBY, *Commissioner.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 411.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company,
Ex Parte.

Application for authority to protect certain rate on shipment of cast iron radiators.

Now on this day comes the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and files herein the following application:

"Shipment was forwarded from Litchfield, Ill., to Godfrey, Ill., and was shipped by the American Radiator Co. to the Alton Plumbing & Heating Co., moving via C. C. C. & St. L. Ry. to Alton, Ill., and Chicago & Alton beyond.

"The published rate in effect on the date of this shipment was the third class rate of 19½ cents per cwt. as published in C. C. C. & St. L. tariff 541B, ICC 4971, effective Sept. 18, 1909.

"Effective April 1, 1912, commodity rate of 15 cents per cwt. was published to Girard, Ill., in C. C. C. & St. L. tariff 525, ICC 5965. It is desired to apply this rate for the reason that Godfrey, Ill. is intermediate to Girard, Ill. This shipment was made Oct. 31, 1911, and charges were assessed upon basis of rate of 19½ cents per cwt. It is desired to apply rate of 15 cents per cwt. on this shipment. The difference between the rate charged and that desired to be applied is 4½ cents per cwt., and the amount desired to be refunded is \$1.74. This shipment was forwarded in N. Y. C. & H. R. car No. 90889 and consisted of nine cast iron radiators, weighing 3,879 lbs. "Will you kindly advise us whether or not we have your authority to make refund of \$1.74 on this shipment upon basis of rate of 15 cents per cwt.

[Signed] W. T. STEVENSON.

Chief of Tariff Bureau."

And the commission being fully advised in the premises finds, that the request of the said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company be, and the same is hereby authorized to make refund of said amount \$1.74.

By order of the commission, this 1st day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 429.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company
Ex Parte.

In a matter of application of the C. C. C. & St. L. Co. for leave to refund certain overcharges, freight, etc.

Now on this day comes the above railroad by W. T. Stevenson, chief of tariff bureau, and files with this commission the following application—which application is in the words and figures following:

"The above number claims is referred to your honorable commission for authority to make refund of \$1.59 on shipment of cast iron radiators LCL shipped from Litchfield, Ill., March 30, 1912, to Mansfield, Ill. freight assessed at rate of 33.3 cents per cwt. making total freight of \$2.89 on date of this shipment we published on cast iron radiators LCL from Litchfield, Ill., to Peoria rate of 15 cents per cwt. in C. C. C. & St. L. tariff 1022-J, ICC 4862. Mansfield, Ill. is intermediate to Peoria.

We ask that authority for repARATION be granted on authority of the intermediate clause as contained in the Illinois State Law, which would authorize application of the Peoria rate to shipment moving to Mansfield, Ill.

Will also advise that effective April 1, 1912, rate of 15 cents per cwt. was published specifically to Manchester, Ill., in C. C. C. & St. L. tariff 525 ICC 5965.

Yours Truly,

[Signed] W. T. STEVENSON.

Chief of Tariff Bureau."

And the commission being fully advised in the premises from the statements of said petition and other evidence before said commission, it is

therefore, ordered, adjudged and decreed that said railroad company be and they are hereby authorized to make reparation as prayed for in such petition.

By order of the commission this 3d day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 439.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Co.,
Ex Parte.

Application for authority to protect rate on shipment of cast iron radiators.

Now on this day comes the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and files herein the following application:

"Referring to LCL shipment of cast iron radiators from Litchfield, Ill., to Jerseyville, Ill., March 7, 1912, shipped by the American Radiator Co., charges on this shipment were assessed upon basis of the third class rate of 22.2 cents per cwt. published in C. C. C. & St. L. tariff 541-B, ICC 4971, effective Sept. 18, 1909. Claim has been presented upon basis of rate of 15 cents per cwt., which was published to Peoria on the date of this shipment in supplement 2, effective April 1, 1910, to C. C. C. & St. L. tariff 1022-J, ICC 4862.

As Jerseyville, Ill., is intermediate to Peoria, Ill., we request authority from the commission to make refund on this shipment on basis of rate of 15 cents per cwt.

[Signed] W. T. STEVENSON,
Chief of Tariff Bureau."

And the commission being fully advised in the premises finds, that the request of the said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Cleveland, Chicago, Cincinnati, Chicago & St. Louis Railway Company be, and the same is hereby authorized to make refund on said basis of 15 cents per hundred on shipment in question.

By order of the commission this 2d day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 440.

Vandalia Railroad Co.,
Ex Parte.

Application for authority to protect rate on shipment of crushed stone.

Now on this day comes the Vandalia Railroad Company and files herein the following application:

"Referring to movement of eight cars of crushed stone during June and July, 1912, which originated at Chester, Ill., and was consigned to the highway commissioners, Griswold, Ill., at the time this business moved we



Chicago & Alton R. R. New Station at Braceville, Ill.—Front Elevation.

did not have in effect a tariff which would permit of our protecting a rate of 25 cents per net ton, minimum marked capacity of car, from Vandalia Railroad tracks in East St. Louis to Griswold, Ill.

Please consider this as an application for authority to collect Vandalia earnings on basis mentioned above.

[Signed] G. W. DAVIS.
General Freight Agent."

And the commission being fully advised in the premises finds, that the request of said railroad company should be granted.

It is therefore ordered adjudged and decreed by the commission that the said Vandalia Railroad Company be, and the same is hereby authorized to make refund on said basis of 25 cents per net ton. on shipment in question.

By order of the commission this 2d day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 443.

Chicago & Eastern Illinois Railroad Company,
Ex Parte.

Application for authority to protect rate on shipment of silica.

Now on this day comes the Chicago & Eastern Illinois Railroad Company and files herein the following application:

"C. & E. I. Freight Tariff 1314B, ICC 2647, effective May 1, 1912, on Illinois State business, carries rate of \$1.60 per ton on silica, crude, in bulk carloads, from Thebes, Ill., to Chicago, Ill., and will also apply from Tamms, Ill., to Chicago Heights, Ill., account intermediate, but at time shipment moved, did not provide for ground silica in sacks.

"This was an error on our part as the \$1.60 rate on silica in sacks was previously carried in supplement 8 to our Brick Tariff 5400, ICC 2582 and has been reinstated in supplement 2 to our tariff 1314B, ICC 2647, effective Aug. 26, 1912.

"We therefore respectfully request authority to refund on basis of \$1.60, as set forth in C. & E. I. Claim 451558.

[Signed] T. O. JENNINGS.
General Freight Agent."

And the commission being fully advised in the premises finds, that the request of said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Chicago & Eastern Illinois Railroad Company be, and the same is hereby authorized to make refund on said basis of \$1.60 per ton on shipment in question.

By order of the commission, this 16th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 444.

Chicago & Alton Railroad Company,
Ex Parte.

Application for authority to protect rate on shipment of stone.

Now on this day comes the Chicago & Alton Railroad Company and files herein the following application:

"Furst & Fanning Stone Co., of Chicago, State of Illinois, shipped over the Chicago & Alton Railroad Company, seven carloads of stone from Chicago, Ill., to Jacksonville, Ill.

"Complainant was charged lawfully applicable rate of 9½ cents per cwt., which is the ninth class rate as provided by Illinois classification and as published in our Tariff No. 312A.

"Your petitioner further shows that it had a rate of one dollar and thirty cents per ton of 2,000 pounds on the same commodity from Chicago, Ill., to East St. Louis, Ill., through the medium of the intermediate clause (See Item No. 6, page 5 of Tariff) and aforesaid rate was provided for in Item No. 75, page 13 of C. & A. Tariff No. 1400D, in effect at date of shipments. Item No. 6, page 5 of Tariff provides for rates to intermediate points, but on account of Jacksonville, Ill., not being located on the main line, traffic to East St. Louis, Ill., would not pass through Jacksonville, Ill., but inasmuch as we provided for a rate of one dollar and thirty cents per ton on stone, carloads, for a distance of two hundred and seventy and five-tenths miles, and as the distance from Chicago, Ill., to Jacksonville, Ill., is only two hundred and fifteen and eight-tenths miles, we feel that a similar rate should have applied to the latter point, and this fact is further sustained by the issuance of Supplement No. 6 to C. & A. Tariff No. 1400D, effective July 13, 1912.

"In Item No. 75A, page 3 thereof, we provide for a rate of one dollar and thirty cents per ton to East Louisiana, Ill., and through the medium of the intermediate clause this rate will apply to Jacksonville, Ill., account of Jacksonville, Ill. being directly intermediate to East Louisiana, Ill. on traffic from Chicago, Ill.

[Signed] C. W. GALLIGAN,
General Freight Agent."

And the commission being fully advised in the premises finds, that the request of said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Chicago & Alton Railroad Company be, and the same is hereby authorized to make refund on said basis of \$1.30 per ton on shipment in question.

By order of the commission, this 29th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 448.

Wabash Railroad Co.,
Ex Parte.

*Application for authority to protect rate on shipment of canned goods from
Gibson City to Marion, Ill.*

Now on this day comes the Wabash Railroad Company and files herein the following application:

"Gibson Canning Company, Gibson City, Ill., offered shipments canned goods less car loads, destined to Marion, Ill., which were accepted and forwarded via East St. Louis, and St. L. I. M. & S. R. R., charging rate of 21.50 cents per cwt.

WHEREAS, rate in effect via the Illinois Central R. R. as per their distance tariff 2233-1, is 19.20 cents per cwt., and we are asked by the shippers to protect them on basis of rate in effect via the I. C. R. R., and with your permission we will be pleased to settle on this basis.

[Signed] W. L. BOWLUS,
Division Freight Agent."

And the commission being fully advised in the premises finds, that the request of said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Wabash Railroad Company be, and the same is hereby authorized to make refund on said basis of 19.20 cents per cwt.

By order of the commission this 6th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 462.

Chicago and Eastern Illinois Railroad Company,
Ex Parte.

Application for authority to protect rate on shipment of silica.

Now on this day comes the Chicago and Eastern Illinois Railroad Company and files herein the following application:

"On July 19, 1912, C. & E. I. car No. 60220 containing 200 sacks of ground silica was shipped from Tamms, Ill., to T. J. Peterson, Chicago, Ill., and was billed at rate of 10 cents per cwt. as shown in C. & E. I. tariff 1314B, ICC 2647.

"Supplement 2 to above named tariff authorizes rate of 8 cents per cwt. on ground silica in sacks, car loads from Tamms, Ill., to Chicago, Ill., effective August 26, 1912. It was an error on our part in not including ground silica in sacks at 8 cent rate in original tariff, and we therefore respectfully request authority to waive collection of charges on basis 10 cents per cwt. and to collect on basis 8 cent rate as at present authorized.

[Signed] T. O. JENNINGS,
General Freight Agent."

And the commission being fully advised in the premises, finds, that the request of the railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission, that the said Chicago & Eastern Illinois Railroad Company be, and the same is hereby authorized to collect charges on said shipment on said 8 cent basis.

By order of the commission this 20th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 394.

Application of the Toledo, St. Louis and Western Railroad Company. The Chicago & Alton Railroad Company, for permission to protect a certain rate etc.

It appearing to the commission from the application of said railroad that there is a claim pending against said road, and other roads, by Parlin & Orendorff Company of Canton, Ill., covering a shipment of agricultural implements forwarded from Canton, Ill., to Coffeen, Ill., on which freight charges were collected on the basis of 18.1 per cwt., and an additional sum based on the rate actually in effect, of 20 cents per cwt.

It further appearing that there was an error in the shipping of said implements and that the rate via the Chicago, Burlington & Quincy Railroad and the Clover Leaf at the time this shipment was made was 13 cents per cwt., which last sum the Toledo, Peoria and Western Railway Co. and Chicago & Alton Railroad Company are agreeable to applying to said shipments and ask permission to do so.

The commission being fully advised, it is hereby ordered, adjudged and decreed that the said railroad companies have, and they are hereby granted permission to apply said rate to said shipment.

By order of the commission. Dated this 29th day of June, 1912.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 395.

Application of the Chicago, Burlington & Quincy Railroad Company for leave to correct an overcharge made on two carloads mixed cattle and hogs from Plainfield, Ill., to Chicago, Ill., moved during month of November, 1911.

Now on this day comes the Chicago, Burlington & Quincy Railroad Company by E. R. Puffer, General Freight Agent, and shows to the commission that in November, 1911, two carloads of mixed cattle and hogs were shipped from Plainfield, Ill., to Chicago, Ill.;

That the Chicago, Burlington & Quincy Railroad Company G. F. O. 964B, which carried rates at that time, referred to said company's live stock circular for rule governing mixed carloads and the circular at that time, provided for mixed carloads subject to the highest rate of any kind of stock in car and subject to highest minimum weight; tariff did not provide for the commission's ruling, which provided for cattle minimum and cattle rate.

On the shipments above described this agent for said road at the Stock Yards collected charges at the cattle rate and minimum and has been charged by auditing department of said road with the difference in rate which is now outstanding.

In view of the above circumstances, the said road has petitioned the commission for authority to collect charges at cattle rate and minimum, thus relieving their agent of the undercharge, and the commission being fully advised in the premises,

Finds, that the request of said railroad company should be granted.

It is therefore ordered, adjudged and decreed that the said Chicago, Burlington & Quincy Railroad Company be, and the same is hereby authorized to adjust said charges and relieve said agent of said undercharge.

By order of the commission, this 9th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;

B. A. ECKHART, *Commissioner*;

J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 396.

In the matter of the application of the Chicago & Alton Railroad Company and the Chicago & Eastern Illinois Railroad Company for leave to apply certain rate to certain shipment and refund overcharge.

It appearing to the commission that on April 20, 1912, shipment of lumber was made by the H. C. Stone Lumber Company in C. & E. I. car No. 538 and C. P. car No. 86926 from Tamms, Ill., account Dawley's to H. C. Stone Lumber Company, Peoria, Ill.;

And it further appearing that upon such cars of lumber the consignor was charged eleven cents per hundred, whereas the rate should have been nine cents per hundred, the said railroad companies hereby petition this commission for permission to refund the two cents per hundred additional charge on said lumber, and the commission being fully advised in the premises;

It is hereby ordered, adjudged and decreed that the said railroad companies be, and the same are hereby authorized to make refund to the said H. C. Stone Lumber Company of said amount.

By order of the commission this 9th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 397.

In the matter of the application of the Mobile & Ohio Railroad Company for leave to adjust certain freight charges made in error.

Now on this day comes the Mobile & Ohio Railroad Company and files herein the following petition:

"Illinois Railroad and Warehouse Commission, Springfield, Ill.

GENTLEMEN:

*Furnishing two small cars in lieu of one large car ordered,
for company's convenience.*

We attach hereto copy of our circular No. 3367, providing that when shippers order cars of greater length than can be furnished by this company, two smaller cars will be furnished and revenue assessed on the basis of actual weight of the property, but not less than the minimum weight provided on cars of the size ordered; an almost identical rule having been adopted by the Southern Classification Committee and published in their classification No. 38, this circular was cancelled. The fact that the Southern Classification Committee would not apply on our Illinois State business being overlooked at the time cancellation was issued. This fact was not drawn to our attention until June, 1912, when we issued our circular No. 3622, a copy of which is also enclosed. You will note this is an exact reproduction of our previous circular. In the meantime a number of shipments were made from East St. Louis to local points on our line, principally by the Schaperkotter Cooperage Company, who furnished us a list of some 15 cars of cooperage moving from East St. Louis to Red Bud, Steelville, Kaolin and other points. The Schaperkotter Cooperage Company in each case made requisition for large car. Not having large equipment available, our agent under the misapprehension that circular 3367 was still in effect, furnished two smaller cars. As there was nothing issued and on file with your honorable commission authorizing this, we will of necessity be compelled to collect freight charges on the actual weight on each of the cars used, subject to the minimum

carload weight unless your honorable commission will grant us the privilege of applying rule contained in circular No. 3367, during the time it was cancelled; that is, from June 1, 1911, until June 7, 1912. The M. & O. will be very glad to settle with its patrons on the basis of freight charges authorized by circular No. 3367, if you will grant us this privilege. As stated we have reference to some 15 cars at the present time, and on any other claims of the same character, we will take pleasure in settling them on this basis. We trust your honorable commission may view our request in a favorable light.

Yours truly,

[Signed] J. M. DENYVEN,

General Freight Agent.

And the commission having investigated the facts set forth in said petition and finding that they are correct, and that no injury will result to any person, but that justice will be done in granting the prayer of said petition,

It is therefore ordered, adjudged and decreed by the commission that the said Mobile & Ohio Railroad Company be, and the same is hereby authorized to adjust said claims and settle with its patrons on the basis of freight charges authorized by circular No. 3367, as set forth in said petition.

By order of the commission this 9th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;

B. A. ECKHART, *Commissioner*;

J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 406.

The Jones & Adams Coal Company and
The Chicago & Alton Railroad Company,
Ex Parte.

Application of the Jones & Adams Coal Company for refund of certain freight charges and of the Chicago & Alton Railroad Company for authority to refund certain overcharge in weight on shipments of soft coal from Springfield to various points in Illinois.

Now on this day comes the Jones & Adams Coal Company and the Chicago & Alton Railroad Company, and shows to the commission that on twenty-four cars of soft coal shipped from Springfield to Moline, on account of overcharge in weight, there was collected from the Jones & Adams Coal Company \$33.00 overcharge in freight, which appears from exhibit "A," on file in this office and was made a part of the record in this case;

It further appears that on account of overcharge in weight on eighteen cars of soft coal shipped from Springfield, Ill., to Moline, Ill., there was collected from the Jones & Adams Coal Company \$35.92 overcharge in freight, which appears from exhibit "B," on file in this office and made a part of the record in this case;

It further appears that on account of overcharge in weight on seven cars of soft coal shipped from Springfield, Ill., to Peoria, Ill., there was collected from the Jones & Adams Coal Company \$7.80 overcharge in freight, which appears from exhibit "C," on file in this office and made a part of the record in this case;

It further appears that on account of overcharge in weight on one car of soft coal shipped from Springfield, Ill., to Chicago, Ill., there was collected from the Jones & Adams Coal Company \$1.50 overcharge in freight, which appears from Exhibit "D," on file in this office and made a part of the record in this case, making a total overcharge of \$78.22;

And it appearing to the commission that said overcharges in weight were made, and that said excess of freight was paid;

It is therefore ordered, adjudged and decreed by the commission that the said Chicago & Alton Railroad Company be, and the same is hereby authorized and directed to refund to the said Jones & Adams Coal Company the amount of \$78.22, being amount of said overcharge.

By order of the commission this 30th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 408.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company,
Ex Parte.

Application for authority to protect certain rate on shipment of petroleum coke.

Now on this day comes the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and files herein the following application:

"Shipment was made by the Standard Oil Company, Wood River, Ill., and was consigned to the Larkin Company, Peoria, Ill., and moved via the C. C. C. & St. L. Ry. to East St. Louis, and via the Illinois Central beyond.

On the date of this shipment, there was no through rate published as applicable to this shipment, and the basis for the rate applicable to same was combination of local rates to and from East St. Louis.

For your information we will state that the local rate to East St. Louis in effect on the date of this shipment was the ninth class rate of 4.2 cents per cwt., as published in C. C. C. & St. L. tariff 536-D, ICC 4101, effective March 24, 1909, in supplement 4. The local rate from East St. Louis was \$1.00 per ton, but we are unable to advise you reference to tariff authority for same in effect on the date of this shipment. If you should desire reference to same, we will be pleased to ascertain this data and advise you accordingly.

Through rate of \$1.00 per ton with minimum weight of 30,000 lbs. became effective Dec. 20, 1911, in C. C. C. & St. L. tariff 1619-B, ICC 5942.

It is desired to apply rate of \$1.00 per ton which rate became effective subsequent to the date of this shipment.

The difference between the rate charged and that desired to be applied is 40 cents per ton, which equals \$6.30.

This shipment was forwarded in P. M. car No. 41438, which contained 31,500 lbs. of petroleum coke.

Will you kindly advise whether or not we have your authority to make refund of \$6.30 on this shipment upon basis of rate of \$1.00 per ton with minimum weight of 30,000 lbs.

[Signed] W. T. STEVENSON,
Chief of Tariff Bureau."

And the commission being fully advised in the premises finds, that the request of said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company be, and the same is hereby authorized to make refund of said amount of \$6.30.

By order of the commission this 1st day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 412.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Company,
Ex Parte.

Application for authority to protect certain rate.

Now on this day comes the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and files herein the following application:

"Shipment was made by the Wilcox Glass Company from Robinson, Ill., to the Illinois Glass Company, Alton, Ill., and was forwarded via the C. C. C. & St. L. in connection with the Illinois Terminal R. R. Co.

C. C. C. & St. L. tariff 536-D, ICC 4101, effective Jan. 20, 1908, published fifth-class rate of 15½ cents per cwt., from Robinson, Ill., to East St. Louis, Ill., which rate was applied on this shipment.

Effective Feb. 7, 1912, commodity rate of 11 cents per cwt., with minimum weight of 30,000 lbs. was published in supplement 22 to C. C. C. & St. L. tariff 1348-1, ICC 4846.

This shipment was made Dec. 22, 1911, and charges were assessed upon basis of rate of 15½ cents per cwt. It is desired to apply on this shipment rate of 11 cents per cwt.

The difference between the rate charged and that desired to be applied is 4½ cents per cwt., which equals \$19.35. This shipment was forwarded in St. L. & S. F. car No. 122588 and consisted of 43,000 lbs. of glass bottles.

We desire you to advise us whether or not we have your authority to make refund on this shipment of \$19.35 upon basis of rate of 11 cents per cwt.

[Signed] W. T. STEVENSON,
Chief of Tariff Bureau."

And the commission being fully advised in the premises finds, that the request of said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Cleveland, Cincinnati, Chicago and St. Louis Railway Company be, and the same is hereby authorized to make refund of said amount of \$19.35.

By order of the commission this 1st day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 413.

Wabash Railroad Company,
Ex Parte.

In the matter of application for authority to refund overcharge in freight shipment of structural steel from Urbana to Chenoa, Ill.

Now on this day comes the Wabash Railroad Company and makes application to this commission for authority to protect rate of 12.9 cents on structural steel, car loads, from Urbana, Ill., to Chenoa, Ill., via Forrest, Ill., and the Toledo, Peoria & Western Railway, shipment made October 12, 1912, which rate was in effect via the Cleveland, Cincinnati, Chicago & St. Louis Railway in connection with the Chicago & Alton Railroad, published in Hosmer's Tariff No. 505;

And the commission being fully advised finds, that there was an overcharge of \$8.67 on said shipment which should be refunded to Baird & Howe, Urbana, Ill.;

It is therefore ordered, adjudged and decreed by the commission that the said Wabash Railroad Company be, and the same is hereby authorized to refund said amount of \$8.67 overcharge in freight.

By order of the commission this 1st day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 419.

Chicago, Rock Island & Pacific Railway Co.,
Ex Parte.

Application for authority to protect rate on shipment of mules.

Now on this day comes the Chicago, Rock Island & Pacific Railway Company and files herein the following application:

"On August 30, 1910, Mr. Fred Fausett shipped a car of mules from East St. Louis to Cambridge, Ill., which is covered by C. & A. way-bill 4733, C. & A. car No. 29376, routed via Peoria. The rate quoted Mr. Fausett at point of shipment was 12.1 cents per 100 lbs., being as we understand, the rate of the C. B. & Q. R. R. from East St. Louis to Ophiem, a point on that railroad adjacent to Cambridge, and equi-distant with Cambridge from Mr. Fausett's farm. Upon arrival at Cambridge it developed that there was no joint tariff in effect naming rates on mules from East St. Louis to Cambridge via the route shipment traveled, but in the meantime, the shipment arriving in the night, had been delivered to Mr. Fausett at the rate as billed, leaving an outstanding undercharge in consequence of the billing having been corrected to the sum of locals to and from Peoria, which aggregate 21.2 cents per 100 lbs.

Under the circumstances we are inclined to dispose of this matter by allowing the original billing to stand, provided the commission sees no objection thereto.

[Signed] H. A. SNYDER,
General Freight Agent."

And the commission being fully advised in the premises finds, that the request of said Railway Company should be granted;

It is therefore ordered, adjudged and decreed by the commission that the said Chicago, Rock Island & Pacific Railway Company be, and the same is hereby authorized to meet the rate of 12.1 cents per 100 lbs. as carried in the original billing.

By order of the commission this 16th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 420.

Wabash Railroad Company,
Ex Parte.

In the matter of rates on Starch from Decatur to Chicago.

Now, on this day, comes the Wabash Railroad by W. L. Bowlus, Division Freight Agent, and presents the following statement and application to this commission.

"During the months of April and May, and since that time, there has been quite a movement of starch from Decatur to Chicago, which has been billed in error at grain product rate of 8 cents per cwt. Hosmer's tariff No. 503-A Wabash A-8305 names a rate of 9 cents a cwt., but through some oversight, all of this traffic was billed at 8 cents per cwt. We would be entirely satisfied to accept 8-cent rate on the business that has moved and will also arrange to immediately publish rate of 8 cents per cwt. in regular manner if you can authorize us to allow the charges to stand on the shipments that have moved on the basis of 8 cents per cwt. It is my understanding that the entire movement of the shipment in question was in the State of Illinois.

Yours truly,

[Signed] W. L. BOWLER."

And the commission being fully advised in the premises from the facts stated in such application, and the further statements in relation thereto made to said commission it is hereby ordered, adjudged and decreed that the said Wabash Railroad have authority to make such adjustment of rates as requested in such petition as hereinabove.

By order of the commission, this 26th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;

B. A. ECKHART, *Commissioner*;

J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 421.

The Toledo, St. Louis & Western Railroad Co., of Illinois,
Ex Parte.

Application of said road to protect certain rates stated in the petition herein.

Now, on this day comes the Toledo, St. Louis & Western Railroad Company, by J. W. Graham, Assistant General Freight Agent, and files herein his application to protect certain rates, and refund certain charges set forth in said petition.

"Attached please find papers in claim of Messrs. E. F. Wickham Co. of St. Louis covering several cars of coal shipped by them from Pocahontas, Ill., a mile on the Vandalia R. R. in the Belleville district to Chicago, Ill. in connection with our line.

At the time these shipments moved there were no through rates in effect in connection with the C. & A., the combination based on 25 cents to East St. Louis, plus 95 cents from East St. Louis, which equalled \$1.20, on which basis freight charges were collected. However, during the period that this particular coal moved the Vandalia R. R. had rate of 97 cents per ton published in connection with the C. & E. I. and Wabash, as per Vandalia Tariff No. 14-F and via those lines the rate still remains in effect, as per Vandalia Tariff 15-D. We have requested the Vandalia to establish in connection with the C. & A. R. R. the same rate. Just previous to the time these cars moved the Vandalia cancelled the rate of 97 cents via the C. & A. in their Tariff 14-F, it being an unsettled question of divisions. However, the rate will be again reinstated and in view of these particular cars moving via our line when the rate via other lines was less, we would like to have authority from the commission to protect the lesser rate.

Yours truly,

[Signed] J. W. Graham."

And the commission having examined such petition and being fully advised in the statements made in relation thereto, it is hereby adjudged and decreed by the commission that the prayer of said petitioner be hereby granted, and the Toledo, St. Louis & Western Railroad Company be, and they are hereby authorized to protect the rate as stated in said petition.

By order of the commission this 26th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 422.

The Toledo, St. Louis & Western R. R. Co.,
State of Illinois,
Ex Parte.

Application of said road for permission to refund certain overcharges—freight.

On this day comes the Toledo, St. Louis & Western Railroad Company by J. W. Graham, Assistant General Freight Agent and files his application for permission to refund and protect certain freight rates fully set forth in said application, which petition and application is as follows:

"Kindly note the attached correspondence pertaining to claim of The Standard Oil Company, in connection with a shipment of petroleum road oil which moved from Wood River, Ill., to Edwardsville, Ill., via Chicago & Alton R. R., East St. Louis, T., St. L. & W. R. R., on May 30, 1912.

"The rate at the time of this movement, carried in I. F. C. Tariff 511, was 5 cents per cwt., on which basis the charges were collected. At the time of movement, the refined oil rate, as published in C. & A. Tariff 773-A, was 1½ cents per cwt. The petroleum road oil was subsequently reduced to 1½ cents per cwt., which is currently effective.

"We concur in the contention of shippers that the rate on crude oil should not exceed the rate on the refined articles and with the permission of your commission, we desire to make reparation on basis of the present arrangement.

"Careful consideration and prompt advice as to your decision in the matter will be greatly appreciated.

Yours truly,

[Signed] J. W. GRAHAM,
Assistant General Freight Agent.

And the commission after examining such petition and application and being fully advised by the statements made in relation thereto, it is hereby adjudged and decreed by the commission that the prayer of said petitioner be hereby granted, and that the Toledo, St. Louis & Western Railroad Company be and they are hereby authorized to protect said rate, and refund said over-charges as prayed for by said petitioner.

By order of the commission this 27th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 423.

Illinois Central Railroad Company,
Ex Parte.*Application of said road to protect certain rates and refund certain overcharges freight.*

Now, on this day comes the Illinois Central Railroad Company by J. H. Cherry, assistant general freight agent, and files herein his application to protect certain rates and refund certain charges set forth in said petition, which is as follows:

"The shipment consisting of forty barrels of vinegar moved from Peoria to Pontiac via our circuitous route through Clinton with waybill No. 3433 of June 22, 1911, and was assessed on the basis of our regular rate of fourteen cents at weight of 38,000 pounds, yielding a charge of \$53.20.

"Had the shipment moved via the short line route; that is via the C. & A. through Chenoa, the rate would have been 9.6 cents per 100 pounds, yielding a charge of \$36.48.

"We asked the commission to sanction refund to the claimants of the difference of \$16.72 between these two amounts; in other words, we desire the commission's authority to make settlement with the claimant on the basis of the rate that would have applied had the shipment moved via the short line route.

Yours truly,

[Signed] J. H. CHERRY,

Assistant General Freight Agent."

And the commission being fully advised in the premises from the facts stated in such application, and the further statements in relation thereto made to said commission, it is hereby ordered to make such adjustment of rates as requested in such petition as hereinabove.

By order of the commission this 27th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 434.

Lake Erie and Western R. R. Co. and C. E. & I. for leave to protect a certain rate, and refund certain overcharges.

Now on this day comes before this commission the Lake Erie & Western R. R., and the C. & E. I. R. R. Company and makes application to protect a certain rate, and refund a certain amount of overcharge freight; their application being in the words and figures following:

"On Aug. 16, 1911, there were forwarded from East Lynn, Ill. to Chicago, Ill. via Hoopeston, Ill. and the C. & E. I., two cars of oats, and charges were collected amounting to \$48.19 on one car, and \$51.72 on the other car.

"At the time these shipments moved, the rate from East Lynn, Ill. to Chicago, Ill. via L. E. & W., Handy, Ind., and the C. J. & S. was 7.4 cents per cwt., as per C. I. & S., GFO 127-A, ICC 1038, copy of which no doubt appears in your files.

"This rate, however, was not published via Hoopeston and the C. & E. I., but it is our desire to protect such rate via the C. & E. I. route, if the commission which you have the honor to represent will give us permission to do so.

"The C. & E. I. road join us in this application to you, and I trust that you will see your way clear to favorably consider it.

Yours truly,

[Signed] L. E. OLIPHANT,
Chief of Tariff Bureau."

And the commission being fully advised in the premises, it is therefore ordered, adjudged and decreed that the application made by said railroads to protect such rate and refund such overcharge be and the same are permitted, and they are hereby authorized to make such refund.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

Note: Petitioner through error asked authority to protect rate of seven cents instead of 7.4 cents. Upon request of petitioner Sept. 23, 1912, permission given to make order read 7.4 cents.

October 7, 1912.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 436.

Indiana Harbor Belt Railroad Company,
Ex Parte.

Application for authority to protect certain rate on shipment of flue dust from South Chicago to Hegewisch, Ill.

Now on this day comes the Indiana Harbor Belt Railroad Company and files herein the following application:

"Referring to an alleged overcharge on several cars of flue dust from South Chicago to Hegewisch, Ill., it appears at the time these shipments moved, the rate properly chargeable was 1½ cent per cwt., while the rate in the opposite direction was \$2.00 per car, which rate was later established to cover movement from South Chicago to Hegewisch.

"We are agreeable to protecting the \$2.00 per car rate on these shipments, provided your commission will extend authority to do so and this letter is to respectfully ask for such authority.

[Signed] JAS. WEBSTER,
Assistant Freight Traffic Manager."

And the commission being fully advised in the premises finds, that the request of said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Indiana Harbor Belt Railroad Company be, and the same is hereby authorized to protect said rate of \$2.00 per car on said shipment.

By order of the commission this 20th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 438.

Mobile and Ohio Railroad Company,
Ex Parte.

Application for authority to protect rate on shipment of flour.

Now on this day comes the Mobile and Ohio Railroad Company and files herein the following application:

"Referring to claim of Valier & Spies Milling Co., for overcharge on a car of flour shipped from St. Jacobs to Jonesboro, Ill., Jan. 6, 1912, at the time this shipment moved there was no through rate in effect to Jonesboro. Since that date the Railroad and Warehouse Commission of Illinois under Miscellaneous Docket 407, authorized us to publish a rate of 7 cents per hundred on flour, carloads, from St. Jacobs to Jonesboro, Ill.

"Claimants desire us to refund on basis of 7 cents per hundred on the shipment in question and we advised them that we would submit the matter to the commission and if refund is approved by the commission we are agreeable to making the refund.

[Signed] HAIDEN MILLER,
Freight Traffic Manager."

And the commission being fully advised in the premises finds, that the request of said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Mobile and Ohio Railroad Company be, and the same is hereby authorized to make refund on said basis of 7 cents per hundred on shipment in question.

By order of the commission this 2d day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman;*
B. A. ECKHART, *Commissioner;*
J. A. WILLOUGHBY, *Commissioner.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 441.

Wabash Railroad Company,
Ex Parte.

Application for authority to protect rate on three tank cars of water.

Now on this day comes the Wabash Railroad Company and files herein the following application:

"Tank cars CRC 2080, Wab. 1864 and Wab. 164 water were shipped from Springfield, Ill., to Curran, Ill., consigned to T. L. Rosser, account of the Cleary-White Construction Company. It was decided that proper rate to be charged was \$10.00 per car, which was agreeable to consignee, but before tariff could be regularly put in effect, city of Springfield notified consignee they could furnish no more water.

"We ask for authority to make settlement on the three cars named above on basis of \$10.00 per car.

[Signed] W. L. BOWLUS
Division Freight Agent."

And the commission being fully advised in the premises finds, that the request of said railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Wabash Railroad Company be, and the same is hereby authorized to protect said rate of \$10.00 per car on said three cars.

By order of the commission this 2d day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman;*
B. A. ECKHART, *Commissioner;*
J. A. WILLOUGHBY, *Commissioner.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 457.

Chicago, Burlington & Quincy Railroad Company,
Ex Parte.

Application for authority to protect minimum weight of 50,000 pounds on car of that capacity ordered by shipper.

Now on this day comes the Chicago, Burlington & Quincy Railroad Company and files here in the following application:

"Referring to shipment of grain handled on our Amboy-Chicago, W/B-81, July 11th, L. & N. car No. 10618. The rate is 7c per hundred pounds, the actual weight 49,680 pounds, the charge on that basis \$34.78. It was later discovered that this was a 60,000 capacity car for which our minimum weight is 56,000 pounds, making the charges \$39.53, an amount due of \$4.42. This shipment originated on the Northern Illinois Electric Line, reaching us at Amboy. It is claimed that a 50,000 capacity car was ordered from us by the shipper, through the electric line's representative. This is not borne out by our records. Our records indicate that a 60,000 capacity car was ordered. The shipper feels that they should not be penalized for the error that was made, as he claims by one of the railroad's representatives. If you will grant authority, the C. B. & Q. is willing to protect the same minimum weight as if a 50,000 capacity car was ordered, that is, actual weight as charged.

[Signed] E. R. PUFFER,
General Freight Agent."

And the commission being full advised in the premises, finds, that the request of the railroad company should be granted.

It is therefore ordered, adjudged and decreed by the commission that the said Chicago, Burlington & Quincy Railroad Company be, and the same is hereby authorized to protect the same minimum weight as if a 50,000 capacity car was ordered, that is, actual weight as charged.

By order of the commission, this 12th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 329.

In the matter of the application of the East St. Louis & Suburban Railway Company and the Alton, Granite & St. Louis Traction Company for permission to make certain passenger rates between terminals under the Long and Short Haul Clause, without changing rates at intermediate points.

Now on this day comes the petitioners hereinabove mentioned and present their petition, showing that the Alton, Granite & St. Louis Traction Company owns a line of railway between the city of East St. Louis, via Granite City and Mitchell to Edwardsville, and the East St. Louis & Suburban Railway Company owns a line of railway via Collinsville and Maryville to Edwardsville, the point of junction of the two roads being at the Court House square in the city of Edwardsville, connections being made between said roads at last mentioned point.

Petitioners further show to the commission that in order to furnish efficient transportation to the citizens of Edwardsville, they desire to carry through passengers from East St. Louis or Alton into Edwardsville and to any part of said city of Edwardsville, without charging an additional fare

in the city of Edwardsville, on either of said roads, for such through passengers from said points, and without reducing their present charge from any intermediate point between East St. Louis and Edwardsville.

And the commission being fully advised in the premises, it is hereby ordered that the said petitioners be, and the same are authorized to enter into the arrangement with each other to carry through passengers from East St. Louis or Alton into Edwardsville or any part of Edwardsville, from said points, without charging such through passengers an additional fare within the city limits of the city of Edwardsville.

By order of the commission, this 6th day of February, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 402.

In the matter of the condition of the Springfield, Clear Lake & Rochester Interurban Railway and bridges spanning Sugar Creek and the North and South Forks of the Sangamon River, on the line of said road.

The condition of the above road and the bridges thereon having been heretofore brought to the attention of the commission, the commission did on the 13th day of June, 1911, after an examination made by the consulting engineer of the commission, make an order in relation thereto, directing the officers and manager of said road to make said bridges on said road referred to, secure for travel and transportation to the satisfaction of the commission; also in said order the commission directed that the said bridge over the South Fork of the Sangamon River be replaced by a properly built concrete bridge, and that the entire road and bridges thereon be improved and repaired in such a manner as to make passenger traffic thereon safe.

Upon further examination by the commission it was ascertained that only in a small degree had the management of said road complied with the order of this commission, and it again coming to the knowledge of the commission that said road and bridges were in a dangerous condition, the commission had the same again inspected by its consulting engineer, also by Clifford Older, bridge engineer of the Illinois Highway Commission, and the commission by its chairman and secretary visited and inspected said road and bridges personally.

And from the report of said engineers after such inspection, and their own personal inspection, and being fully advised as to the condition of said road and bridges, the commission finds:

First—That the entire line of road is in an unsatisfactory and in many places, unsafe condition.

Second—That the bridges across Sugar Creek and the North and South Forks of the Sangamon River, and each of them, are very much out of repair and wholly unsafe to be used in the transportation of cars and passengers.

It is therefore ordered, adjudged and decreed by the commission that the president, board of directors and other proper officers of said road be, and they are hereby ordered to cease carrying passengers or running of any trains therefor, between the city of Springfield and Clear Lake on said road, or across or over any of said bridges.

It is further ordered that the said president, board of directors and other proper officers of said road proceed at once to prepare plans and specifications for the rebuilding of said bridges, and submit the same to this commission within thirty days, and at such earlier date as to them may seem proper,

and when said plans and specifications are submitted and approved by this commission, they shall proceed at once to rebuild said bridges according to such plans and specifications.

And said president, board of directors and other proper officials shall also proceed to improve said roadbed in such a manner as to make the same safe for the carrying of passengers thereon, and until such improvements are made and such bridges rebuilt, the said road shall not receive, transport or discharge any passengers over said road or across or over said bridges or any of them, the commission hereby finding that it is unsafe and dangerous and against public policy to permit said road to so operate or carry passengers thereon. This order shall be in full force and effect from this date.

By order of the commission, this 18th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 414.

In the matter of money belonging to the Railroad and Warehouse Commission for the grain department, East St. Louis district.

It appearing to the commission that there was on July 31, 1912, in the hands of the chief grain inspector, belonging to the Railroad and Warehouse commission for the use of the grain department of the State of Illinois, East St. Louis district, the sum of fifteen thousand, four hundred eighteen and 3-100 (\$15,418.03) dollars, which amount should be paid into the treasury of the State of Illinois, as a special fund for the purposes hereinabove named.

And the commission being fully advised in the premises, it is hereby ordered, adjudged and decreed that W. Scott Cowen, chief grain inspector of the State of Illinois, be and he is hereby directed to pay said sum of \$15,418.03 into the State Treasury of the State of Illinois, taking a receipt from the treasurer thereof in duplicate, filing one copy in his office in the city of Chicago, and one copy of said receipt with the Railroad and Warehouse Commission at Springfield, Ill.

By order of the commission this 8th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 431.

Freeport Railway & Light Company,
Ex Parte.

In the matter of the application of the Freeport Ry. & Lt. Co. for permission to remove certain crossings over the Chicago, Milwaukee & St. Paul R. R. in the city of Freeport.

Now on this day comes the Freeport Railway & Light Company by its duly authorized officers, and makes application for permission to remove crossing appliances at the Chicago, Milwaukee & St. Paul R. R. crossing in the city of Freeport, being the two crossings that are second east from the bridge over the Pecatonica River, or known as the track which the Railroad Company has abandoned.

And the commission being fully advised in the premises having examined said crossing at such points, and it appearing to the commission that it is advantageous to the interests of all concerned that said crossing be removed.

It is, therefore, ordered, adjudged and decreed that the said petition of the Freeport Railway & Light Company be, and the same is hereby granted, and they are authorized in a proper manner to remove said crossing.

By order of the commission this 5th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 433.

In the matter of complaint of condition of track of A. E. & C. Ry. between Elgin and Aurora.

It having been brought to the attention of this commission that the road-bed of said road was not in good condition and that said road was running at too great a rate of speed considering the condition of the track, the commission directed its engineer to make an examination of such road, condition of track, speed that said cars were being run, etc., which examination was made, and report made to this commission.

And the commission having examined said report of said engineer and being fully advised;

It is therefore, ordered by the commission that the Aurora, Elgin & Chicago R. R. require their trainmen to reduce their speed to not over twenty-five miles per hour on the long descending grades on said road, and that be the limit of speed on said road.

It is further ordered that said road continue the work that is now being done for the improvement of said roadbed until the same is placed in good condition, and that they report to this commission from time to time the progress that is being made thereto.

By order of the commission this 10th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 433.

Railroad and Warehouse Commission

v.

Aurora, Elgin & Chicago Railroad Co.

Application for modification of order of commission under date of Sept. 10, 1912.

Now on this day comes the Aurora, Elgin & Chicago Railroad Company and files herein the following application for modification of the order of the commission dated Sept. 10, 1912:

"Further referring to the order of the commission under date of Sept. 10, 1912, limiting the speed of our cars on the Fox River division on the long descending grades to twenty-five miles per hour, I beg to advise that since our letter to you on this subject under date of September 13th, we have

had a gang of men at work continually, placing new ties and surfacing this track and we are of the opinion that there is no longer any necessity for the slow order.

We would, therefore, appreciate it if you would have your engineer make another inspection of this track and if he confirms us in our opinion, kindly authorize us to remove the slow order which now obtains.

[Signed] EDWIN C. FABER.

Vice President and General Manager."

The commission thereupon directed its engineer to make further inspection as requested, of said road, and it appearing to the commission that said engineer did make such inspection and report to said commission as follows:

"In accordance with your instructions of November 16th, I made an inspection on November 19th of the track of the A. E. & C. R. R. Co. between Elgin and Aurora, to see if the condition of the track, since repairs have been completed, is such that the slow order on the long descending grades, issued by the commission on September 10th, is no longer needed.

The Aurora, Elgin & Chicago R. R. Co. on each of the long descending grades on the line between Elgin and Aurora has installed a great many new ties. All old ties that were considered good for less than two years were replaced, and the track has been relined and resurfaced, and the cars now ride well descending these grades.

The track has been made safe and necessity for the slow order no longer exists, I would respectfully recommend that it be rescinded."

And the commission being fully advised in the premises, the prayer of petition herein is granted, and the recommendations of said engineer concurred in and said order of Sept. 10, 1912, is hereby rescinded.

By order of the commission, this 27th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;

B. A. ECKHART, *Commissioner*;

J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 361.

In the matter of proper protection for passenger trains by flagman.

It having come to the knowledge of this commission that it is the custom throughout the State of Illinois, and a general practice to attach private and other special cars, and frequently empty coaches, to the rear of passenger trains, and that it is also the custom to keep such private, special or empty coaches locked so that the flagman on passenger trains and other persons in charge of said trains, cannot enter or pass through to the rear of said car or cars;

And it further appearing to the commission from an investigation of the facts that it is a practice well understood among railroad employees, that they are not to enter or pass through private or special cars when attached to regular or special trains;

And it appearing to the commission from further investigation that it is exceedingly important for the safety of the traveling public that the flagman be permitted to pass through and remain upon the rear end of passenger trains when in motion, and especially that he be permitted to pass through to the rear end of all passenger trains immediately upon stopping, for the purpose of protecting the rear of said train from approaching trains, and giving proper signals therefor;

And it further appearing to the commission that a flagman, when he is unable to pass through any car at the rear of train, is frequently compelled to get off the train and pass along the track to the rear end of said private

or special car, thereby being very much delayed, as well as being dangerous for the flagman, and materially limiting his time to give signals, if such are necessary at the rear of the train;

- And the commission being fully advised in the premises and thoroughly convinced from its examination of this subject, that it is necessary for the safety of both life and property of the traveling public, that said flagman, or some other employee properly designated for that purpose, be permitted to pass through to and remain upon the rear of such private, special or empty car attached to said train at any time;

It is therefore ordered, adjudged and decreed by the commission that hereafter no private, special or other car upon the rear of train, shall be locked or in any manner closed so that said flagman or other person duly authorized by said railroad company, may not pass through to or remain upon the rear of said car at any time;

It is further ordered that said railroad company require said flagman, immediately upon the stopping of said train at any time, if he is not upon the rear of said train, to immediately pass thereto, for the purpose of carrying out proper directions given him by said company for the signalling of any approaching train, and to take all necessary steps for the proper protection of said train.

By order of the commission this 24th day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Claim No. 18.

The Illinois Terra Cotta Lumber Co.

v.

Illinois Central Railroad Co.

This is a claim filed by the claimant against the Illinois Central Railroad Company for the return of overcharge in freight rates, as it is claimed, of \$378.03.

It appears in the record that prior to Aug. 1, 1911, the rate on tile between certain points mentioned in the petition herein was twenty cents per net ton. On Aug. 1, 1911, this rate was advanced by regular tariff announcement to thirty cents per net ton, and under this tariff the petitioner shipped 215 cars of freight.

It further appears from the record that the rate was reduced to twenty-five cents per net ton on Sept. 27, 1911, and has continued at that rate ever since.

It is contended by the defendant company that any rebate or refund to the claimant would be illegal and in violation of law.

Without passing upon that question at this time it is sufficient to say that taking the entire record in this case it shows that this rate was changed from twenty to thirty cents and a tariff issued therefor, and notice given to the claimant. Under that rating a small amount of material was shipped by the claimant.

The record further shows that after that, for reasons which appear fully in the statement of the counsel, and about which there seems to be no disagreement, the rate was reduced to twenty-five cents.

It is also stated in the record that the entire matter of the tariff rate of both thirty and twenty-five cents, was discussed with the claimant, and that while he was not entirely satisfied with the arrangement, when it was reduced from thirty to twenty-five cents, the record shows that he stated

he had only shipped a small amount of material for which he had contracted, and that he was glad a reduction was made, and the statement is further made that he was satisfied.

It is contended by the claimant that the commission has power to make a switching rate or to make a tariff rate, both of which statements might be true, but in this case neither a switching rate was made nor a tariff rate by the commission.

It is true that the defendant made this rate, and it was within the law for the defendant to make it at the time, and that it was in the regular course of trade put into operation. It is equally true that the defendant had a right to reduce this rate if it desired to do so, and that it did so on its own motion.

It is contended that because of the raise from twenty to thirty cents per net ton, and then a reduction from thirty to twenty-five cents per net ton, that the defendant company is liable to refund the the amount of the claim. With this view of the claimant we cannot agree. If application had been made to the commission at the time of the raise of the tariff, and notice given of it, the commission might have refused to permit the raise. No such objection was made, and without passing upon the question of the right of the commission to order refund at this time, it is sufficient to say that the record in our judgment, does not justify the commission in ordering a refund in this case.

The petition for refund therefore, will be denied.

By order of the commission this 21st day of February, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Claim No. 19.

Durand & Kasper Co.

v.

The Chicago & Alton Railroad Co.

This claim is filed by Durand & Kasper Co., dealers in dried peas, for loss and damage on a shipment over the Chicago & Alton Railroad between Joliet and Chicago. It is alleged that there was delivered to the Chicago & Alton Railroad Company at Joliet 1732 pounds of dried peas in good order, and that the Chicago & Alton Railroad Company delivered to the claimant only 1550 pounds and that five and one-half bags that were shipped were damaged by water and worthless, and in consequence of said neglect, they were damaged to the extent of \$32.93, and the claimant asks that this commission direct the defendant road to refund said sum to the claimant.

The defendant road filed an answer in the form of a demurrer, alleging that the commission has no jurisdiction to entertain a complaint in this case, and asked to have the same dismissed.

The demurrer of the defendant road raises two questions for our consideration:

First—Under the Act governing the commission, is there power given to enter a judgment or order in cases of this character.

Second—If the Act itself has undertaken to give such authority in words, then is the Act constitutional.

It will not be necessary for the commission to go into the question of fact as to the shipment or the liability of the defendant road in this case, for the reason that the legal question raised by the defendant, when passed upon, settles the entire case.

The Act creating the Railroad and Warehouse Commission was passed in 1871 and remained practically without any amendments until 1911, when it was amended in many respects and power of the commission materially enlarged. Prior to the amendment of 1911 the commission had no power or authority to hear or determine a case such as this, and the question now is, has it under the amendment to said Act?

If the commission has such power, it is in section 30, which reads as follows:

"The commission shall have power and authority to inquire into the business management of all common carriers, their passenger and freight rates, distribution of cars, granting of sidings, location of passenger and freight stations, use of and compensation for cars owned or controlled by them, relations of such carriers to the public; and of the public and public corporations to common carriers; the inter-relation between such common carriers, in so far as any such subject so to be inquired into shall have effect or have any bearing upon the transportation of persons or property between point wholly within the State of Illinois; it shall have power and authority to receive complaints from shippers for loss or damage to property in the hands of common carriers and make inquiry as to the methods and manner of adjustment of said claims; and the commission shall have power to make and enforce such orders as will secure the safety and accommodation of persons and property being transported by common carriers and as will prevent unnecessary or unreasonable obstruction to or interfere with the tracks, yards, locomotives and cars of common carriers."

And if in section 30, it is under the following language in such section:

"It shall have power and authority to receive complaints from shippers for loss and damage to property in the hands of common carriers and make inquiry as to the methods and manner of adjustment of said claims."

Upon examination of the history of this bill, we find that the language last quoted was an amendment placed in the bill upon its passage, and there is no doubt but that it was an attempt of the Legislature to give much broader powers than the commission had heretofore in dealing with claims, and for the purpose of receiving such complaints and making inquiry as to the methods of railroads for their adjustment, and even suggesting and providing the manner for their adjustment in many cases, there can be no question that such power was given.

It is sought here however to have the commission determine the amount due the claimant and make an order for its payment.

It is contended by the defendant road that the power of the commission in regard to loss and damage claims is strictly limited to receiving the complaint and making inquiry as to the method and manner of adjustment of the claims, in other words, confining the power of the commission strictly to the language used.

Such a strict construction would not generally be considered, but in view of the extraordinary contention on behalf of the claimant, namely the power to enter a judgment and by order enforce its payment, the defendant has probably placed upon such language the proper construction.

We have examined the arguments of the respective parties and the authorities cited, and applying the construction placed upon Acts of this kind to commission such as this, it is the opinion of the commission that the language in the Act in relation to claims, is not sufficient to authorize or empower the commission to render a money judgment or an order enforcing payment thereof.

The commission has in the past, and will no doubt in the future, continue to receive claims of this or a similar character, and when we have done so, we have as a rule, taken them up with some common carrier and undertaken to adjust them to the satisfaction of all parties concerned, and in a large number of instances have succeeded.

The great delay complained of by the public in the settlement and adjustment of claims, is no doubt what prompted the Legislature to amend

the Act in that particular, giving the commission power and authority, which practically means direction, to if possible, provide a means for the prompt adjustment and settlement of claims. This part of the authority given, the commission has been acting upon and will continue to act upon it, but in this instance payment was resisted, and the question to be determined is not the manner of adjustment, but the power of the commission to enter a judgment and order its payment, and as above stated, the commission holds that it has no such power or authority, therefore the complaint is dismissed.

By order of the commission this 25th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1108.

C. H. Bowles

v.

Illinois Central R. R. Company.

In the matter of rate on milk from Shop Creek to Springfield, Ill.

This is a complaint in relation to the rate charged upon milk in cans by the defendant road from Shop Creek to Springfield. The record shows the rate charged is twenty-one cents for an eight gallon can, and the distance is thirty-seven miles. The testimony shows that the road is hauling same class of cans a longer distance for the same, and in some instances a less rate, and upon first thought it would seem that there is a discrimination in favor of the longer distance, but it should be remembered that the principal trouble and expense is not the hauling of the milk, but the handling of it, and it takes the same work to handle it and haul it thirty-seven miles as to haul it fifty-six miles.

The rate fixed by the New York commission recently, in a very lengthy and well-prepared tariff, was twenty-three cents for a distance up to forty miles and twenty-six cents between forty miles and one hundred miles, and so on. This was a very well considered case and has been followed in many of the states as a basis for this class of freight. The terminal expenses are the same for a thirty-seven mile haul as they are for a one hundred mile haul. The price complained of also includes the return of empties to the shipper free, and while from the evidence it would appear that the defendant road has hauled the same size can of milk a longer distance for the same or a little less money, it is equally true that if we should undertake to re-arrange the tariff, a great many changes would have to be made, and while the commission can see how the complainant may feel that the rate is a little high, yet everything considered, the commission does not feel that it is sufficiently high to justify, at this time, a re-arranging of the maximum rates. The commission will probably, at no distant date, take up the entire matter for consideration.

The prayer of the petition will therefore have to be denied.

By order of the commission this 14th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1130.

Railroad and Warehouse Commission
on relation of
Illinois Powder Manufacturing Co.

v.

Atchison, Topeka & Santa Fé Railway Co.

*In the matter of complaint of overcharges assessed on three cars of powder
from Grafton to McCook, Ill.*

This cause coming on for hearing, the respective parties being present and the commission being fully advised in the premises, finds:

That, under the facts submitted by the respective parties, the complainant is entitled to be relieved from the payment of certain charges made by the defendant company, and that the defendant company should release such charges, and that the said defendant company should make application to this commission so to do, whereupon the defendant company filed the following statement and application with the commission:

"There was shipped from Grafton, Ill., on April 9, 1910, car K. C. F. S. & M. No. 27333, containing 25,100 lbs. of high explosives.

Charges collected at rate of 25c, resulted in freight charges..... \$ 62 75

Charges should have been collected on 25,100 lbs. at a rate of 43.2c,
which would result in freight charges of 108 43

Leaving an undercharge of \$ 45 68

There was shipped on May 30, 1910, from Grafton, Ill., Illinois Central car No. 14981 upon which charges were collected upon a weight of 23,237 lbs. at rate of 25c charges \$ 58 09

This car was weighed at Streator, Ill., and the track scale weights showed that the actual weight of car was 25,100 lbs. The charges should have been collected on a weight of 25,100 lbs., rate 43.2c per 100 lbs., charges \$108 43

Leaving an undercharge of \$ 45 68

Please be advised that to dispose of the complaint in question, this company is agreeable, and this letter can be considered as our application for authority to protect upon the shipments in question a rate of 25c per 100 lbs.

It will be noted from the above figures that the actual weight of the two cars was 50,200 lbs., which weight at a rate of 25c per 100 lbs., results in freight charges of \$125 50

We have actually collected 120 84

So that there is an actual undercharge due this company of \$ 4 66

The charges that should have been collected amount to \$216.86, and if the complainant, the Illinois Powder Manufacturing Co., will send us their check for \$4.66, it will enable us upon receipt of order from your honorable commission to cancel the undercharge of \$91.36, and this will dispose of the question to the satisfaction of all interested."

The commission being fully advised in the premises, it is therefore ordered, adjudged and decreed by the commission that the said complainant shall first pay to the defendant company the sum of \$4.66, being the amount found by said application to be due from him to the defendant company;

And it is further ordered, adjudged and decreed by the commission that the said defendant company be, and the same is hereby authorized to cancel the charge made against the complainant of \$91.36, as shown by said application, as hereinabove requested.

By order of the commission this 25th day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1130.

Railroad and Warehouse Commission
on relation of
Illinois Powder Manufacturing Co.
v.

Atchison, Topeka & Santa Fe Railway Co.

Now on this day comes the Atchison, Topeka & Santa Fe Railway Company and shows to the commission that at the time of the hearing of this cause, it was understood by the respective parties that there were only two cars involved in the subject matter of said complaint, but that later it develops that there were three additional cars with outstanding charges of the same character.

They therefore move the commission to reinstate said cause on the docket of said commission for the purpose of filing an additional application for permission to cancel certain charges against the complainant, and to have entered a supplemental order in said cause authorizing such cancellation.

The commission being fully advised in the premises, it is therefore ordered that said cause be, and the same is hereby reinstated, and permission given to the said Atchison, Topeka & Santa Fe Railway Company to file additional application for authority to cancel certain charges.

By order of the commission, this 2d day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1190.

Railroad and Warehouse Commission
on relation of
Hygienic Ice Company
v.

Elgin, Joliet & Eastern Railway Co.
Chicago, Burlington & Quincy Railroad Co.

In re-rate on ice from Plainfield to Chicago, Ill.

The complainant alleges that it purchased from the Plainfield Ice Company in February, 1912, 10,000 tons of ice for shipment to Chicago to an industry located on the Chicago, Burlington & Quincy Railroad; that Plainfield is on the line of the Elgin, Joliet & Eastern Railway, between the city of Joliet and the city of Chicago; that said Elgin, Joliet & Eastern Railway Company has had in effect for many years a rate of 50 cents per ton on ice from Joliet to Chicago in connection with the Chicago & Northwestern Railway Company and the Chicago, Milwaukee & St. Paul Railway Company; that the Chicago, Burlington & Quincy Railroad Company also published a rate, effective March 5, 1912, of 50 cents on ice from Plainfield to Chicago, in conjunction with the Elgin, Joliet & Eastern Railway Company;

Complainant alleges that relying upon said published tariff and rate, it made this contract on the basis of a rate of 50 cents per ton;

Complaint alleges that shipments from Plainfield to Chicago, move via the Elgin, Joliet & Eastern Railway to Aurora, Ill., thence via the Chicago, Burlington & Quincy Railroad to Chicago;

Complaint alleges that after making said contract, the Elgin, Joliet & Eastern Railway Company cancelled this 50-cent rate and refused to continue said rate of 50 cents per ton, and that the Chicago, Burlington &

Quincy Railroad Company for that reason was compelled to withdraw the rate of 50 cents per ton on June 1, 1912, and both of said carriers named a rate of 60 cents per ton via same route.

The complainant asks for suspension of tariff showing 60-cent rate, and that said carriers be required to carry ice referred to in such contract at the 50-cent rate as published at the time of making said contract.

After a full hearing of the testimony and arguments of counsel, the Commission ruled that the respective roads having published rate of 50 cents per ton, and the complainant having entered into a contract for the delivery of 10,000 tons of ice upon that rate, that the defendant roads should carry this ice at said 50-cent rate, or such portion of it as may be shipped over said roads prior to Nov. 1, 1912, being the time of the expiration of said contract.

The Commission held that when a common carrier publishes a tariff for the use of the public, and contracts are made based on rates in said tariff, that said common carrier should be required to keep such rate for a reasonable length of time, where it appears that parties have made, in good faith, contracts based thereon, and until reasonable notice is given the public of the change of such rate.

After such ruling had been made by the commission, the respective roads stated to the commission that if the 60 cent rate now published was permitted to stand, they would be willing to comply with the ruling of the commission, and if the complainant would pay the regular 60 cent rate, the defendant roads would immediately, upon the completion of the contract and not later than Nov. 1, 1912, petition this commission for leave to refund the 10 cents per ton additional, which was satisfactory and agreed to by the respective parties;

Therefore, by agreement, it is ordered by the commission that said complainant pay to the defendant roads the 60 cents per ton for the shipment of 10,000 tons of ice, or such portion as shall be shipped up to Nov. 1, 1912, and that immediately thereafter the respective roads, or one of them, shall make application to this commission for permission to refund the difference between 50-cent and 60-cent rate per ton on amount of ice shipped.

This cause is hereby continued for further order.

By order of the commission this 23d day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1130.

Railroad and Warehouse Commission
on relation of

Illinois Powder Manufacturing Co.

v.

Atchison, Topeka & Santa Fé Railway Co.

Now on this day comes the respective parties to this proceeding and the respondent company files herein the following application:

"At the time this case was assigned for hearing, we were advised by the complainant that there were two cars involved in this transaction, and the order as issued by your Honorable Commission has enabled us to dispose of the shipments in question.

It now develops, however, that there are three additional cars upon which were outstanding charges owing to the refusal of the Illinois Powder Manufacturing Co. to pay charges on the basis of the rates in effect via our line,

and in order to dispose of these three cars, we are requesting your authority for an additional order. The cars in controversy and date of shipment are as follows:

There was shipped from Grafton, Ill. on Mar. 21, 1911, D. L. & W. car 38021, containing high explosives.

<i>Charges collected</i> on weight of 30,020 lbs. at 34.3 cents per 100 lbs. resulted in freight charges	\$102 97
<i>Charges should have been collected</i> on 31,800 lbs. at 43.2 cents, which would result in freight charges of.....	137 37

Leaving an undercharge of.....	\$34 40
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There was shipped on April 24, 1911, C. P. & St. L. 4,334.

<i>Charges collected</i> upon a weight of 24,025 lbs. at 25 cents per 100 lbs. or	\$ 60 06
<i>Charges should have been collected</i> on 24,200 lbs. at 43.2 cents, which would result in freight charges of.....	104 54

Leaving an undercharge of.....	\$44 48
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There was shipped from Grafton, Ill. on May 4, 1911, M. D. T. 15,430.

<i>Charges collected</i> on 25,300 lbs. at 34.3 cents, resulted in freight charges of	\$ 86 78
<i>Charges should have been collected</i> on 27,100 lbs. at 43.2 cents, which would have resulted in freight charges of.....	117 07

Leaving an undercharge of	\$30 29
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It will be noted from the above that the total amount collected was \$249.81. The correct amount of charges to be collected would result in freight charges of \$358.98, leaving an undercharge of \$109.17.

Please be advised that this company is agreeable to dispose of this complaint, and this letter can be considered as our application for authority to protect upon the shipments in question a rate of 25 cents per 100 lbs., and we respectfully request from your Honorable Commission an order instructing us to cancel the undercharge of \$109.17."

The commission being fully advised in the premises, it is therefore ordered, adjudged and decreed by the commission that the said respondent company be, and the same is hereby authorized to cancel said charge of \$109.17, as asked for in said application.

By order of the commission this 2d day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1161.

Railroad and Warehouse Commission
on relation of
Crystal Lake Sand Company
v.
Chicago & Northwestern Railway Co.

In the matter of complaint charging excessive rates on sand and gravel by virtue of improper issuing of tariff, and petition asking reparation.

Now, on this day comes the Chicago & Northwestern Railway Company and makes the following application:

"To the Illinois Railroad & Warehouse Commission, Springfield, Ill.:

DEAR SIRS—I desire to state in the above case that at the time the complainant commenced doing business from Crystal Lake the rate was established at $1\frac{3}{4}$ cents per hundred pounds on sand and gravel, while at the same time from adjoining points and equal distance to the city of Chicago we were maintaining a rate of $1\frac{1}{2}$ cents; and when our attention was called to the same the rate from Crystal Lake was adjusted to the basis of $1\frac{1}{2}$ cents.

The publication of the $1\frac{3}{4}$ cents rate was in error; but we felt compelled to collect the rate as fixed by the tariff.

During the time that the rate remained in effect the complainant made shipments of 157 cars, upon which reparation should be made on the basis of $1\frac{1}{2}$ cents per hundred pounds, amounting in the total to the sum of approximately \$437.24; and this amount the Chicago & Northwestern Railway Company desires to refund to it, on account of said error and inequalities in the tariff, upon permission of your Honorable Body.

Very truly,

[Signed] C. C. WRIGHT,
General Solicitor."

The commission being fully advised in the premises and being satisfied from the statements of counsel and evidence heard in said case that said tariff was published in error, and the amount collected, was collected in error;

It is therefore ordered, adjudged and decreed by the commission that the said Chicago & Northwestern Railway Company be, and the same is hereby, authorized to refund the sum of \$437.24, so collected, as stated in their said application hereinabove described.

By order of the commission this 4th day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous No. 641.

Illinois Brick Company

v.

Grand Trunk Western Railway

In the matter of application for permission to cross underneath the tracks of the Grand Trunk Western Railroad Company of 123d st., Chicago, Ill., with two electric wires.

Now on this day comes the petitioner herein, the Illinois Brick Company, and prays the commission for permission to cross under the main tracks of the Grand Trunk Western Railway Company with two electric wires, and it appearing to the commission that the said Illinois Brick Company has obtained the right-of-way and permission from said Grand Trunk Western Railway Company to cross their right-of-way and underneath their said tracks as prayed for, and

It further appearing that it is the intention of the said Illinois Brick Company to cross said tracks and right-of-way with two electric wires, properly insulated and laid in a conduit at a depth of about four feet underneath the two main tracks of the said Grand Trunk Western Railway Company, and the commission being fully advised;

It is therefore ordered, adjudged and decreed that the said petitioner, the Illinois Brick Company, be and the same is hereby permitted and authorized (the right-of-way having first been obtained from said Railway

Company) to cross said Grand Trunk Western Railway Company underneath the tracks of said company at a depth of not less than four feet below the top of rail, in an easterly and westerly direction, parallel to and 720 feet more or less south from the south line of 123d st., located in the southwest quarter of section 25, township 37 north, range 13 east, of the 3d P. M., county of Cook and State of Illinois; full and particular detail of said proposed crossing is shown on the plat attached to the application herein and also to report of the engineer of this commission, and made a part of this order for reference.

It is further ordered that the said Illinois Brick Company pay all the necessary expense of said crossing and that said crossing be installed in a workmanlike manner, so that said wires may be safe and so that they do not interfere with the public travel at said crossing.

By order of the commission this 24th day of April, 1912, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 380.

Manufacturers' Junction Railway Company,
Ex Parte.

Now, on this day comes the Manufacturers' Junction Railway Company and shows to the Commission that they have along the line of their road at four distinct points the following clearances:

Near Ogden avenue and Forty-sixth avenue, Hawthorne, they have a single track crossing under another of their tracks, with a clearance of 16 feet 10 inches.

About fifty feet east of the above mentioned crossing, this same track crosses under two tracks of the Belt Railway Company of Chicago, with a clearance of 17 feet 2 inches.

Near Forty-sixth avenue and West Twenty-second street, Chicago, an elevated track of the Manufacturers' Junction Railway Company crosses two other tracks of the same railway; at one the clearance is 17 feet 6 inches and at the other the clearance is 18 feet 11 inches.

It further appearing that the rule of this commission is that the clearance for all overhead obstructions, bridges, etc., shall not be less than twenty-two feet, and it further appearing that said several clearances at such crossings have been carefully and thoroughly examined by the assistant engineer of this Commission, and it further appearing from the report of said engineer that it is entirely impractical to make any change in said clearances on account of the topography of the country;

It further appears to the commission that these several clearances are also protected by whip guards across said railway a reasonable distance away from said clearances;

It further appearing to the commission that the service at these several points is entirely switch movements and thereby slow, and that the danger is minimum, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Manufacturers' Junction Railway Company, for the time being or until the further order of this commission, be permitted to use said clearances at the height indicated herein;

It further appearing to the commission that at the crossing at Twenty-sixth street near Forty-sixth avenue, there is a power wire of the Western

Electric Company crossing over the switch track of the Manufacturers' Junction Railway at a height of 24 feet 3 inches above the top of rail, and the rules of this commission requiring such clearances to be 25 feet;

It is therefore ordered, adjudged and decreed by the commission that the said Manufacturers' Junction Railway Company be, and the same is hereby, directed to raise said power wire to the height of 25 feet within ten days from the receipt of copy of this order.

By order of the commission this 11th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 317.

In the matter of the application of the Union Tank Line Company for ruling of the commission as to the filing of annual reports, etc.

In relation to your application, affidavit and showing in re whether or not your company is a common carrier, permit me to say that the commission has examined the statements made by your company and the manner in which the cars are handled by you, and from the facts, find that the Union Tank Line Company does not within this state hold itself out to the public as a common carrier, and that it is not engaged in the business of transportation and that its dealings as such company are not with the public in relation to transportation or refrigeration; and that it uses no motive power of its own connected with the cars, but that said cars are only leased or rented to oil companies for the purpose of use by them.

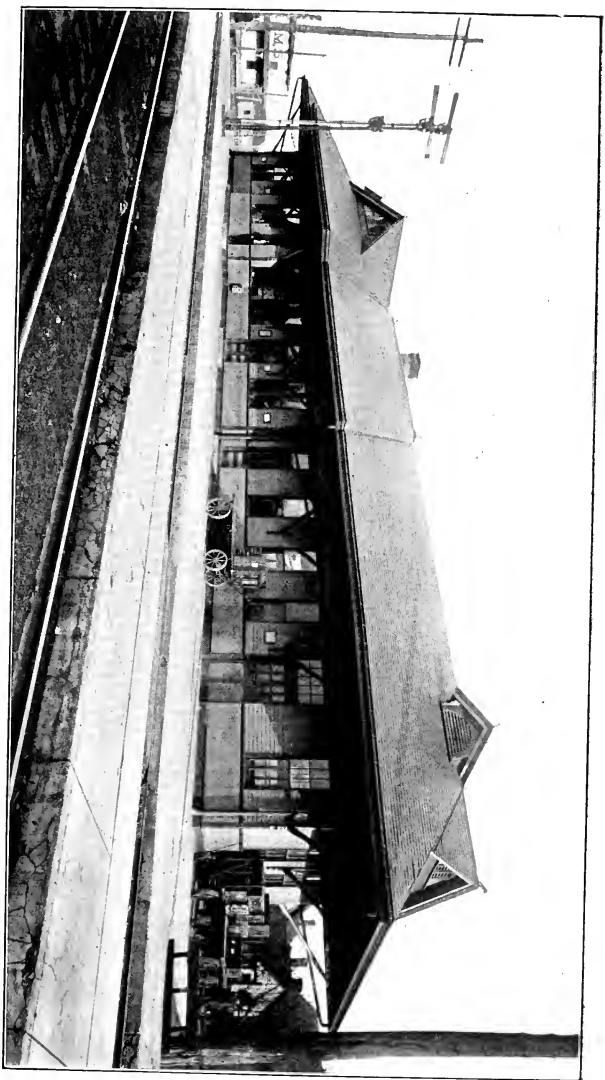
The commission therefore holds that your company is not subject to the provisions of the Act entitled: "An Act to establish a Board of Railroad and Warehouse commissioners and prescribe their powers and duties; approved April 13, 1871. As amended by Act approved June 10, 1911," and is not required to file annual reports with this commission as required of common carriers in section 6 of said amended Act.

By order of the commission, this 18th day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

APPLICATIONS

For Permission to Use Temporarily Other Than
Caboose Cars, in Caboose Car Service, and
Orders of the Commission.



Passenger station, Big Four and L. & N. R. R. at Carmi, Ill.



APPLICATIONS.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Wabash Railroad Company for extension of permission to use temporarily three cars in caboose service, which do not conform to the laws of this State in relation to caboose cars.

Now on this day comes the Wabash Railroad Company, by its superintendent, Mr. C. E. Brown, and makes application to this commission, under the statute, for extension of permission to use temporarily, three Wabash box cars Nos. 61098, 60954 and 50938 in caboose service.

The commission being fully advised in the premises, it is hereby ordered that the Wabash Railroad Company have permission to use said cars in caboose service for a period of sixty days, or until Feb. 1, 1912.

By order of the commission this 1st day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Wabash Railroad Company for permission to use temporarily five cars from caboose service, which do not conform to the laws of this State in relation to caboose cars.

Now on this day comes the Wabash Railroad Company, by its superintendent, Mr. J. E. Stumpf, and makes application under the statute, for permission to use temporarily, five Wabash box cars Nos. 50585, 02248, 61257, 51783 and 51625 in caboose service, which do not conform to the laws of this State in relation to caboose cars.

The commission being fully advised in the premises, it is hereby ordered that the Wabash Railroad Company have permission to use said cars in caboose service for a period of ninety (90) days.

By order of the commission this 8th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Wabash Railroad Company for permission to use temporarily two cars for caboose service, which do not conform to the laws of this State in relation to caboose cars.

Now on this day comes the Wabash Railroad Company, by its superintendent, Mr. C. E. Brown, and makes application under the statute, for per-

mission to use temporarily, two Wabash box cars Nos. 51831 and 51752 in caboose service, which do not conform to the laws of this State in relation to cabooses cars.

The commission being fully advised in the premises, it is hereby ordered that the Wabash Railroad Company have permission to use said cars in caboose service until Feb. 1, 1912.

By order of the commission this 12th day December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Wabash Railroad Company for permission to use temporarily two box car cabooses which do not conform to the laws of this State in relation to caboose cars.

Now on this day comes the Wabash Railroad Company by its superintendent, Mr. C. E. Brown, and makes application under the statute, for permission to use two box cars fitted up for caboose service, which do not conform to the laws of this State in relation to caboose cars.

The commission being fully advised in the premises, it is hereby ordered that said Wabash Railroad Company be, and the same is hereby authorized to use said box car cabooses Nos. 51641. and 51767 until March 1, 1912.

By order of the commission this 19th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Wabash Railroad Company for permission to use temporarily one box car caboose which does not conform to the laws of this State in relation to caboose cars.

Now on this day comes the Wabash Railroad Company by its superintendent, Mr. J. E. Stumpf, and makes application, under the statute, for permission to use one box car fitted up for caboose service, which does not conform to the laws of this State in relation to caboose cars.

The commission being fully advised in the premises, it is hereby ordered that said Wabash Railroad Company be, and the same is hereby authorized to use said box car caboose No. 61240 for a period of ninety days from this date.

By order of the commission this 11th day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Wabash Railroad Company for extension of permission to use temporarily two cars in caboose service, which do not conform to the laws of this State in relation to caboose cars.

Now on this day comes the Wabash Railroad Company, by its superintendent, Mr. C. E. Brown, and makes application to this commission, under the statute, for the extension of permission to use temporarily, two Wabash box cars, Nos. 50938 and 61098, in caboose service, which do not conform to the laws of this State in relation to caboose cars.

The commission being fully advised in the premises, it is hereby ordered that the Wabash Railroad Company have permission to use said cars in caboose service for a period of ninety days, or until May 1, 1912.

By order of the commission this 31st day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for permission to use temporarily five cars in caboose service, which do not conform to the laws of this State, in relation to caboose cars.

Now on this day comes the Chicago & Alton Railroad Company by its superintendent, Mr. L. J. Ferritor, and makes application to this commission, under the statute, for permission to use temporarily, five Chicago & Alton box cars, Nos. 33717, 33644, 33645, 33575 and 14439, in caboose service, which do not conform to the laws of this State in relation to caboose cars.

The commission being fully advised in the premises, it is hereby ordered that the Chicago & Alton Railroad Company have permission to use said cars in caboose service for a period of sixty days, or until April 1, 1912.

By order of the commission, this 1st day of February, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Wabash Railroad Company for extension of time for temporary use of seven box car cabooses which do not conform to the laws of the State of Illinois in relation to caboose cars.

Now on this day comes the Wabash Railroad Company by its superintendent, Mr. J. E. Stumpf, and makes application, under the statute, for extension of time for temporary use of seven Wabash box cars, Nos. 50585, 51625, 02248, 61257, 51783, 61240 and 51767, in caboose service, which do not conform to the laws of the State of Illinois.

The commission being fully advised in the premises, it is hereby ordered that the Wabash Railroad Company have permission to use said cars in caboose service until June 1, 1912.

By order of the commission, this 8th day of February, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Wabash Railroad Company for permission to use temporarily five box cars for caboose service, which do not conform to the laws of the State of Illinois in relation to caboose cars.

Now on this day comes the Wabash Railroad Company by its superintendent, Mr. J. E. Stumpf, and makes application, under the statute, for permission to use temporarily, five Wabash box cars, Nos. 51836, 51632, 51604, 51861 and 51591, in caboose service, which do not conform to the laws of the State of Illinois in relation to caboose cars.

The commission being fully advised in the premises, it is hereby ordered that the Wabash Railroad Company have permission to use said cars in caboose service until June 1, 1912.

By order of the commission, this 8th day of February, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for permission to use temporarily five box car cabooses, which do not conform to the laws of this State in relation to caboose cars.

Now on this day comes the Chicago & Alton Railroad Company by its superintendent, Mr. L. J. Ferritor, and makes application, under the statute, for permission to use temporarily, five C. & A. R. R. box cars Nos. 14379, 14581, 14711, 33692 and 33700 in caboose service, which do not conform to the laws of the State of Illinois in relation to caboose cars.

The commission being fully advised in the premises, it is hereby ordered that the Chicago & Alton Railroad Company have permission to use said cars in caboose service until April 1, 1912.

By order of the commission this 12th day of February, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Wabash Railroad Company for permission to use five non-standard cabooses, which do not conform to the laws of this State in relation to caboose cars.

Now, on this day, comes the Wabash Railroad Company by its superintendent, Mr. J. E. Stumpf, and makes application under the statute, for permission to use five non-standard caboose cars, Nos. 51591, 51861, 51841, 51836, and 51632.

The commission being fully advised in the premises, it is hereby ordered that said Wabash Railroad Company be, and the same is hereby authorized to use said five non-standard cabooses for a period of ninety (90) days from date.

Dated at Springfield, Ill., this 1st day of June, 1912.

By order of the commission.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Wabash Railroad Company for permission to use eight non-standard cabooses, which do not conform to the laws of the State of Illinois in relation to caboose cars.

Now on this day, comes the Wabash Railroad Company by its superintendent, Mr. J. E. Stumpf, and makes application, under the statute, for permission to use eight non-standard cabooses, for a period of ninety days, as follows: Nos. 51591, 3467, 51572, 51604, 51861, 51836, 61240 and 51632.

The commission being fully advised in the premises, it is hereby ordered that the said Wabash Railroad Company be, and the same is hereby authorized to use said eight non-standard cabooses for a period of ninety days.

By order of the commission this 13th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Wabash Railroad Company for permission to use five non-standard cabooses which do not conform to the laws of the State of Illinois in relation to caboose cars.

Now, on this day, comes the Wabash Railroad Company by its superintendent, Mr. J. E. Stumpf, and makes application under the statute for permission to use five non-standard cabooses for a period of ninety days, as follows:

Numbers 61098, 51764, 61257, 51596 and 51836.

The commission being fully advised in the premises, it is hereby ordered that the said Wabash Railroad Company be and the same is hereby authorized to use said five non-standard cabooses for a period of ninety days.

By order of the commission this 19th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 428.

The Wabash Railroad Company, of Illinois.

Ex Parte.

In the matter of application of the Wabash Railroad Company for permission to use box cars Nos. 51819, 51741, 51678 for cabooses for ninety days from Aug. 25, 1912.

It appearing to the commission that the said Wabash Railroad Company is in good faith upon complying with the rule in relation to standard cabooses, and has within the last thirty days constructed and put into use ten new standard cabooses, and has eight more in the shops in the course of construction, and we have requested them to place all of their working force on grain cars and other equipment, it is therefore, ordered, adjudged and decreed by the commission that the said Wabash Railroad Company is hereby authorized to use the cars herein above numbered for a period of ninety (90) days as cabooses.

This order in force from Aug. 25, 1912, for a period of ninety (90) days.
By order of the commission.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Wabash Railroad Company for permission to use two box cars in caboose service temporarily, which do not conform to the laws of this State in relation to caboose cars.

Now, on this day, comes the Wabash Railroad Company, by its Superintendent, Mr. C. E. Brown, and makes application under the statute, for permission to use two box cars, Nos. 61874 and 61423, fitted up for temporary use as cabooses.

The commission being fully advised in the premises, it is hereby ordered that said Wabash Railroad Company be, and the same is hereby authorized to use said box cars in caboose service for a period of one hundred twenty-five (125) days from date.

By order of the commission this 5th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Wabash Railroad Company for permission to use two box cars in caboosé service temporarily, which do not conform to the laws of the State of Illinois in relation to caboosé cars.

Now on this day, comes the Wabash Railroad Company, by its Superintendent, Mr. C. E. Brown, and makes application under the statute, for permission to use two box cars, Nos. 60032 and 51704, fitted up for temporary use as cabooses.

The commission being fully advised in the premises, it is hereby ordered that said Wabash Railroad Company be, and the same is hereby authorized to use said box cars in caboosé service for a period of one hundred and twenty (120) days from date.

By order of the commission this 7th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Wabash Railroad Company for permission to use two box cars in caboosé service temporarily, which do not conform to the laws of the State of Illinois in relation to caboosé cars.

Now, on this day, comes the Wabash Railroad Company, by its Superintendent, Mr. C. E. Brown, and makes application under the statute, for permission to use two box cars, Nos. 60536 and 60658, fitted up for temporary use as cabooses.

The commission being fully advised in the premises, it is hereby ordered that said Wabash Railroad Company be, and the same is hereby authorized to use said box cars in caboosé service for a period of one hundred and twenty (120) days from date.

By order of the commission this 9th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Wabash Railroad Company for permission to use thirteen cars in caboosé service temporarily, which do not conform to the laws of the State of Illinois in relation to caboosé cars.

Now, on this day, comes the Wabash Railroad Company, by its Superintendent, Mr. J. E. Stumpf, and makes application under the statute, for permission to use thirteen non-standard cars, Nos. 51752, 51831, 51625, 51737, 51912, 51910, 51984, 51686, 3233, 51742, 51798, 51591 and 50938, fitted up for temporary use as cabooses.

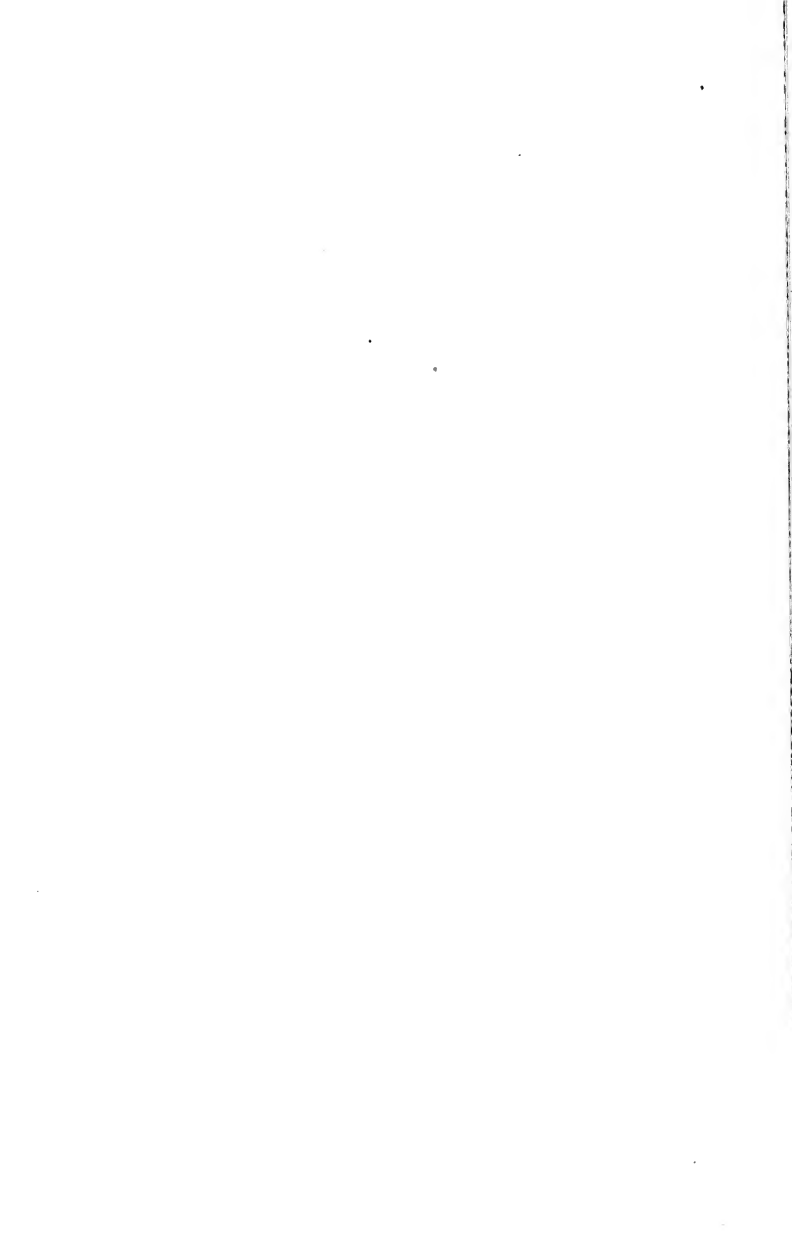
And the commission being fully advised in the premises, it is hereby ordered that said Wabash Railroad Company be, and the same is hereby authorized to use said non-standard cars in caboosé service for a period of ninety (90) days from date.

By order of the commission this 14th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

APPLICATIONS FOR RELIEF

Under Long and Short Haul Clause.



APPLICATIONS FOR RELIEF.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1139.

Atchison, Topeka & Santa Fé Railway Co., et al.

Ex Parte.

In the matter of application for relief under the long and short haul clause.

The above entitled cause coming on for further consideration and it appearing to the commission that the order of said commission made Jan. 4, 1912, expired on this date, and the commission not being sufficiently advised at this time to enter a permanent order in relation thereto, said cause is continued for further examination and hearing, and the commission being fully advised in the premises in relation thereto;

It is therefore ordered by the commission that the published joint rates of transportation between points wholly within the State of Illinois, of two or more common carriers, as in effect on Jan. 1, 1912, may remain as the maximum charge for transportation over said route or routes from this date until the further order of this commission; said cause being continued for the purpose of further investigation and examination by said commission and further hearing of said cause.

It is further ordered that a copy of this order be forwarded to the petitioners.

By order of the commission this 4th day of April, 1912, dated at Chicago, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1139.

Atchison, Topeka & Santa Fe Ry. Co., et al.

Ex Parte.

In the matter of application for relief under the long and short haul clause.

Now on this day come the petitioners in the above entitled cause and present to the commission their application for relief under the long and short haul clause of the statute of the State of Illinois, and ask that the commission make an order therein, and the several railroads and other common carriers having presented their views to the commission in relation thereto, and the representatives of the Illinois Manufacturers' Association, the Chicago Association of Commerce and other similar organizations having also presented their views to the commission in relation thereto, and the commission being advised in the premises;

It is therefore ordered by the commission that the published joint rates of transportation between points wholly within the State of Illinois, of two or more common carriers, as in effect on January 1, 1912, may remain as the maximum charge for transportation over said route or routes for a period of ninety days from this date, at which time the commission will enter such an order as may be proper.

It is further ordered that a copy of this order be forwarded to the petitioners.

By order of the commission, this 4th day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1168.

Chicago and Eastern Illinois Railroad Company,
Ex Parte.

Application for permission, under section 25, of the Act approved June 10, 1911, in relation to long and short haul, to meet, over a longer line or route, competitive conditions created by direct or shorter line, without change of intermediate tariff rates, and to enable said road to carry such freight and receive the revenue therefor, and giving the shipper the benefit of competing routes for such shipments.

Now, on this day, comes the Chicago and Eastern Illinois Railroad Company, and files herein the following application:

"We are desirous of meeting the rate of 6 cents cwt. on lumber published by the M. & O. R. R. from Tamms to East St. Louis, that is that we be permitted to publish rate of 6 cents cwt. on lumber and articles taking same rates from Tamms, Ill., to East St. Louis, Ill., without affecting the rates at intermediate points.

The distance from Tamms to East St. Louis is 132 miles via M. & O. and 279 via C. & E. I. Rate of 6 cents is now published by the M. & O. in their tariff 4847, ICC A-714, (Page 22). Our rate to East St. Louis is 7 cents cwt. Rates to intermediate points on the C. & E. I. R. R. are as follows: Pana, 7.72c, Shelbyville 7.69c, St. Elmo 7.65c, Salem 7c. All of the above rates are published in C. & E. I. R. R. F. T. 2800-C.

Wish to advise that a number of cars of this traffic have moved via M. & O. R. R. and that we are out of the business unless we are granted relief.

Yours truly,

[Signed] T. O. JENNINGS.

General Freight Agent."

And the commission after full investigation of such application, and being fully advised in the premises;

It is therefore ordered, adjudged and decreed by the commission that the application of the said Chicago and Eastern Illinois Railroad Company be granted, enabling such road to receive such freight and the revenue derived from transporting the same, and giving to the shippers at such originating point, an additional competing route, and the said Chicago and Eastern Illinois Railroad Company is hereby authorized to meet the rate from point of origination to destination, as stated in said application.

The commission hereby retains jurisdiction of this application for the purpose of modifying this order at any time it may deem it necessary to do

so, upon reasonable notice, and also reserves the right to hear and determine at any time, upon complaint, the fixing of any intermediate rate between the point of origination and destination.

By order of the commission, this 23d day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1169.

Chicago & Alton Railroad Company,
Ex Parte.

Application for permission, under section 25, of the Act approved June 10, 1911, in relation to long and short haul, to meet, over a longer line or route, competitive conditions created by direct or shorter line, without change of intermediate tariff rates, and to enable said road to carry such freight and receive the revenue therefor, and giving the shipper the benefit of competing routes for such shipments.

Now, on this day, comes the Chicago & Alton Railroad Company and files herein the following application:

"Attached please find statement of billing covering three shipments of whiskey from Peoria to Cairo, Ill.

At the time these shipments moved our tariff rate was 35.6 cents per cwt., while the Illinois Central in their tariff ICC A-8069, carried rate of 29 cents per cwt., which rate we have since met in our tariff 663-A, Sub-1, effective December 1st.

We would like if possible, to obtain authority from the commission to waive collection of any amount in excess of 29 cents per cwt. Kindly let me hear from you.

Yours truly,

[Signed] J. W. GRAHAM.
Assistant General Freight Agent."

And the commission, after full investigation of such application and being fully advised in the premises,

It is therefore ordered, adjudged and decreed by the commission that the application of the said Chicago & Alton Railroad Company be granted, enabling such road to receive such freight and the revenue derived from transporting the same, and giving to the shippers at such originating point, and additional competing route, and the said Chicago & Alton Railroad Company is hereby authorized to meet the rate from point of origination to destination, as stated in said application.

The commission hereby retains jurisdiction of this application for the purpose of modifying this order at any time it may deem it necessary to do so, upon reasonable notice, and also reserves the right to hear and determine at any time, upon complaint, the fixing of any intermediate rate between the point of origination and destination.

By order of the commission this 23d day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 404.

The Chicago, Peoria & St. Louis Railway Company of Illinois,
Ex Parte.

Application for permission under section 25, of the Act approved June 10, 1911, in relation to long and short haul, to meet, over a longer line or route, competitive conditions created by direct or shorter line, without change of intermediate tariff rates, and to enable said road to carry such freight and receive the revenue therefor, and giving the shipper the benefit of competing routes for such shipments.

Now, on this day comes the Chicago, Peoria & St. Louis Railway Company of Illinois, and files herein the following application:

"The Chicago, Peoria & St. Louis Railway Company of Illinois, (John P. Ramsey and H. M. Merriam, receivers) through C. W. Galligan, its general freight agent, petitions the Railroad and Warehouse Commission of the State of Illinois, for itself and the Mobile & Ohio Railroad for authority to establish, via the C. P. & St. L. Railway, East St. Louis and the M. & O. R. R., rates for the transportation of whiskey, highwines, spirits and alcohol, in wood, from Peoria and Pekin to Cairo, on basis of seventeen (17) cents per hundred pounds in carloads, minimum weight 24,000 pounds, and twenty-nine (29) cents per hundred pounds in less than carload lots; these rates being lower than rates concurrently in effect from and to intermediate points.

Your petitioners represent that among the reasons justifying the relief prayed for are:

First: That it is the desire to meet over a longer line or route competitive conditions created by direct lines, as shown in Illinois Central tariff 6869-C and C. C. C. & St. L. tariff 1541-B.

Second: In order that shippers at Peoria and Pekin would be able to meet competition at Cairo on like shipments from other producing points such as Louisville, Owensboro and Paducah, Ky., shipped by steamboat on the Ohio River, it was necessary for the Illinois Central and C. C. C. & St. L. to establish low rates from Peoria and Pekin. This competition does not exist at intermediate points.

Third: To avoid forcing indirect lines to forego this traffic, necessarily resulting in not only loss of revenue to the longer line involved, but depriving the shippers of the benefit of competing routes without any compensating benefits.

Your petitioner respectfully submits the above, and prays that an order be issued granting the relief herein sought.

BY CHICAGO, PEORIA & ST. LOUIS RAILWAY CO. OF ILL.
(JOHN P. RAMSEY AND H. M. MERRIAM, RECEIVERS.),

[Signed] C. W. GALLIGAN,

Its General Freight Agent."

And the commission, after full investigation of such application, and being fully advised in the premises.

It is therefore ordered, adjudged and decreed by the commission that the application of the Chicago, Peoria & St. Louis Railway Company of Illinois be granted, enabling said road to receive such freight and the revenue derived from transporting the same, and giving the shippers at such originating point an additional competing route, and the said Chicago, Peoria & St. Louis Railway Company of Illinois, is hereby authorized to meet the rate from point of origination to destination, as stated in said application.

The commission hereby retains jurisdiction of this application for the purpose of modifying this order at any time it may deem it necessary to do so, upon reasonable notice, and also reserves the right to hear and determine at any time, upon complaint, the fixing of any intermediate rate between the point of origination and destination.

By order of the commission this 23d day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 405.

The Baltimore and Ohio Southwestern Railroad Company,
Ex Parte.

Application for permission, under section 25 of the Act approved June 10, 1911, in relation to long and short haul, to meet, over a longer line or route, competitive conditions created by direct or shorter line, without change of intermediate tariff rates, and to enable said road to carry such freight and receive the revenue therefor, and giving the shipper the benefit of competing routes for such shipments.

Now, on this day, comes the Baltimore and Ohio Southwestern Railroad Company, and files herein the following application:

"The Baltimore and Ohio Southwestern Railroad Company, by C. L. Thomas, its freight traffic manager, petitions the Railroad and Warehouse Commission of the State of Illinois for authority to continue the principles governing the present rate adjustment on freight traffic between points on the Baltimore and Ohio Southwestern Railroad in the State of Illinois, as outlined herein:

Exhibit No. 1 is a map showing the main line of the Baltimore and Ohio Southwestern Railroad between East St. Louis and the Indiana-Illinois State Line and its Springfield division from Beardstown, Ill., to Shawneetown, Ill., crossing the main line at Flora, Ill., and also the competing lines operating between common points on the Baltimore and Ohio Southwestern Railroad, and illustrates the competitive conditions created by the direct lines, particularly on traffic between East St. Louis and points on the Springfield division.

Exhibit No. 2 shows, in part, commodity rates now in effect between some of the points on the Baltimore and Ohio Southwestern Railroad.

Exhibit No. 3 shows, in part, present rates subject to the classification of the Railroad and Warehouse Commission of Illinois, and is presented for the purpose of illustrating the present violations of section 25, such violations being the result of an effort on the part of the Baltimore and Ohio Southwestern Railroad to meet, as nearly as possible, direct line rates between common points without applying such rates as maxima to and from intermediate local territory.

Under the current tariffs of the Baltimore and Ohio Southwestern Railroad carrying rates between points on its line in the State of Illinois, no violation exists in the class rates for direct hauls on the main line between East St. Louis and the Indiana-Illinois State Line. No violations in class rates exists for direct line hauls on Springfield division, Beardstown to Shawneetown, inclusive.

No violations in class rates exist between East St. Louis, Ill., and points on the Springfield division, Beardstown to Shawneetown inclusive; but violations do exist in the class rates at points on the main line intermediate to East St. Louis on traffic to and from stations on the Springfield divisions. To illustrate—Class rates are as follows:

BETWEEN BEARDSTOWN AND EAST ST. LOUIS.

1	2	3	4	5	6	7	8	9	10
37.7	30.1	23.3	18.8	15.0	14.5	13.2	11.2	8.9	8.1

BEARDSTOWN AND O'FALLON.

41.2	33.4	25.9	20.8	16.6	15.9	14.4	12.7	10.1	9.1
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and similar violations exist at other intermediate local points on the main line on traffic to and from points on the Springfield division.

The commodity rates for direct line hauls on the main line between East St. Louis and the Indiana-Illinois state line and direct line hauls on the Springfield division, Beardstown to Shawneetown inclusive, do not violate section 25, except that in cases where rates are published between producing points and consuming points on a certain commodity, rates have not been established between all intermediate points on a relative scale for the reason that no necessity exists for such rates, there being no movement of the commodity between all such points, but in the event that the establishment of new industries or other changes in the conditions as to the movement of traffic result in the establishment of new producing or consuming points, the rates would be aligned at points intermediate to those between which such specific commodity rates are published, so as not to apply for a shorter haul in the same direction higher rates than in effect from and to points beyond.

The commodity rates between points on the main line (East St. Louis to the Indiana-Illinois State Line) and points on the Springfield division violate section 25 in some instances in the manner outlined in the preceding paragraph, and also in not meeting at intermediate points the rates in effect between common points as illustrated in Exhibit No. 2.

The rates, or the bases for such rates, which it is proposed under this application to continue, are fixed by the shorter or more direct lines, but in some instances as illustrated by Exhibits Nos. 2 and 3 are also applied by the Baltimore and Ohio Southwestern Railroad via its longer or more circuitous routes, and in the observance of such adjustment the Baltimore and Ohio Southwestern Railroad Company desires authority that will permit it, when having the longer line between any two common points, to continue, and to hereafter establish, for the transportation of freight between such points, the rates concurrently carried by the shorter line, without affecting the rates at intermediate points. This authority is desired in order that this company may continue to accommodate rate adjustments to commercial conditions between competitive points without needlessly affecting the rate adjustments at intermediate points via an indirect route, and to avoid forcing the Baltimore and Ohio Southwestern Railroad Company, when an indirect line, to forego traffic, necessarily resulting not only in a loss of revenue, but depriving shippers of the benefit of competing routes, without any compensating benefits.

The Baltimore and Ohio Southwestern Railroad Co.

[Signed] C. L. THOMAS,

Freight Traffic Manager."

And the commission after full investigation of such application, and being fully advised in the premises,

It is therefore ordered, adjudged and decreed by the commission that the application of the said Baltimore and Ohio Southwestern Railroad Company be granted, enabling such road to receive such freight and the revenue derived from transporting the same and giving to the shippers at such originating point an additional competing route, and the said Baltimore and Ohio Southwestern Railroad Company is hereby authorized to meet the rate from point of origination to destination, as stated in said application.

The commission hereby retains jurisdiction of this application for the purpose of modifying this order at any time it may be deemed necessary

to do so, upon reasonable notice, and also reserves the right to hear and determine at any time, upon complaint, the fixing of any intermediate rate between the point of origination and destination.

By order of the commission, this 23d day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 407.

Mobile & Ohio Railroad Co.

Ex Parte.

Application for permission, under section 25, of the Act approved June 10, 1911, in relation to long and short haul, to meet, over a longer line or route, competitive conditions created by direct or shorter line, without change of intermediate tariff rates, and to enable said road to carry such freight and receive the revenue therefor, and giving the shipper the benefit of competing routes for such shipments.

Now, on this day, comes the Mobile & Ohio Railroad Company, and files herein the following application:

"The Mobile & Ohio Railroad Company respectfully petitions the Illinois Railroad and Warehouse Commission that it be permitted in conjunction with the Vandalia Railroad Company to establish a rate of 7 cents per hundred on flour, car load, from St. Jacobs, Ill., to Jonesboro, Ill., without applying said rates to intermediate points on the Mobile & Ohio Railroad.

The special circumstances and conditions which justify this application are, that the rate is 7 cents per hundred on flour, carload, from St. Jacobs to Anna, Ill. Jonesboro, Ill. is located about one mile distant from Anna and is, therefore, in direct competition with Anna, a point on the Illinois Central Railroad.

The same circumstances and conditions do not exist at intermediate points on the line of the Mobile & Ohio and as there is a movement of flour in carload lots from St. Jacobs to Jonesboro, the commission is urgently petitioned to grant the foregoing request, which if granted would not increase discrimination at intermediate stations. This petition is made with the consent of the Vandalia Railroad Company.

We will be glad to hear from the commission as early as convenient.

Yours truly,

[Signed] HAIDEN MILLER,
Freight Traffic Manager."

And the commission after full investigation of such application and being fully advised in the premises,

It is therefore ordered, adjudged and decreed by the commission that the application of the said Mobile & Ohio Railroad Company be granted, enabling such road to receive such freight and the revenue derived from transporting the same and giving to the shippers at such originating point an additional competing route, and the said Mobile & Ohio Railroad Company is hereby authorized to meet the rate from point of origination to destination, as stated in said application.

The commission hereby retains jurisdiction of this application for the purpose of modifying this order at any time it may deem it necessary to do so, upon reasonable notice, and also reserves the right to hear and determine at any time, upon complaint, the fixing of any intermediate rate between the point of origination and destination.

By order of the commission this 30th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 430.

Mobile & Ohio Railroad Co.,
Ex Parte.

In the matter of the Mobile & Ohio R. R. Co. for permission to meet certain rates under the long and short haul clause of the statute. from Alton to Murphysboro, Ill.

Now, on this day comes the Mobile & Ohio Railroad Company and makes the following application for relief under the long and short haul clause of the Statutes of this State, and application is in the words and figures following:

"The Mobile & Ohio Railroad Company respectfully petition the Illinois Railroad and Warehouse Commission that it be permitted in conjunction with the Illinois Terminal Railroad and its connections to establish rate of 12 cents per hundred pounds on bottles and fruit jars, carloads, minimum 30,000 pounds, from Alton, Ill. to Murphysboro, Ill. without applying said rates to intermediate points on the Mobile and Ohio Railroad.

The special circumstances and conditions which justify this application are that there is now a rate of 12 cents per hundred pounds on bottles and fruit jars, carloads from Hillsboro, Ill. to Murphysboro, Ill. which rate is shown in item 190-D, page 5 of supplement 11 to C. & E. I. R. R. freight tariff 4500.

The same circumstances and conditions do not exist at intermediate points on the line of the Mobile & Ohio Railroad.

The rates from Hillsboro to Murphysboro do not conform to the long and short haul clause of the Illinois Act and are protected by application on file with the Illinois Railroad and Warehouse Commission.

Manufacturers at Alton are unable to compete with manufacturers at Hillsboro on a higher rate and the granting of this petition will not increase the discrimination at intermediate points.

We will be glad to hear from you as early as convenient.

MOBILE & OHIO RAILROAD COMPANY,

[Signed] BY HADEN MILLER,

Freight Traffic Manager."

And the commission being fully advised of contents of such petition, and other facts submitted to them,

It is therefore, ordered, adjudged and decreed that the said Mobile & Ohio Railroad Company be, and they are hereby authorized and permitted, in conjunction with the Illinois Terminal Railroad and its connection, to establish a rate of twelve (12) cents per hundred pounds on bottles and fruit jars, carloads, minimum 30,000 pounds from Alton to Murphysboro without applying said rates to intermediate points on the Mobile & Ohio Railroad.

By order of the commission this 5th day of September, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 445.

The Illinois Southern Railway Company,
Ex Parte.

Application for permission, under section 25, of the Act approved June 10, 1911, in relation to long and short haul, to meet, over a longer line or route, competitive conditions created by direct or shorter line, without change of intermediate tariff rates, and to enable said road to carry such freight and receive the revenue therefor, and giving the shipper the benefit of competing routes for such shipments.

Now on this day comes the Illinois Southern Railway Company and files herein the following application:

"Mobile & Ohio Freight Tariff No. 5010, effective Sept. 11, 1910, carries rates on sand on page 16 from Chester and Menard, Ill., to certain Illinois stations on the M. & O. R. R., viz:

Ava, Ill.
Baldwin, Ill.
Bryden, Ill.
Campbell Hill, Ill.
Houston, Ill.
Moore's Switch, Ill.
Murphysboro, Ill.
Oraville, Ill.
Red Bud, Ill.
Willisville, Ill.

You will note the Murphysboro rate of 60 cents, applies only in connection with the W. C. & W. from Chester, and on account of their incline being out of commission, the shipper is unable to load sand at Chester and has moved his plant up to Kellogg, Ill., our Mississippi River crossing about 15 miles north of Chester.

What we want to do is to publish the same rates from Kellogg as are in effect from Chester. The M. & O. people are willing that we shall protect these rates except that to Murphysboro we would have to secure permission to disregard the long and short haul feature at intermediate points between Sparta and Murphysboro. There is practically no movement to these particular stations, but in order that there will be no violation of the long and short haul section we would like, if possible, to secure permission to publish the Murphysboro rate of 60 cents per ton without applying same as maximum at intermediate points between Sparta and Murphysboro.

We would be greatly obligated if you will grant us this permission at the earliest possible moment as shipper is loading up considerable tonnage that is badly needed at Murphysboro. Mr. Vandiver, A. G. F. A., M. & O. R. R., is agreeable to this proposition if you will extend us the necessary permission.

[Signed] W. H. OGBORN,
General Freight Agent."

And the commission after investigation of such application and being fully advised in the premises;

It is therefore ordered, adjudged and decreed by the commission, that the application of the said Illinois Southern Railway Company be granted, enabling such road to receive such freight and the revenue derived from transporting the same and giving to the shippers at such originating point an additional route, and the said Illinois Southern Railway Company is hereby authorized to meet the rate from point of origination to destination, as stated in said application.

The commission hereby retains jurisdiction of the application for the purpose of modifying this order at any time it may deem it necessary to

do so, upon reasonable notice, and also reserves the right to hear and determine at any time, upon complaint, the fixing of any intermediate rate between the point of origination and destination.

By order of the commission, this 29th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*.
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS

Miscellaneous Docket No. 469.

The Illinois Southern Railway Company,
Ex Parte.

Application for permission under section 25, of the Act approved June 10, 1911, in relation to long and short haul, to meet, over a longer line or route, competitive conditions created by direct or shorter line, without change of intermediate tariff rates, and to enable said road to carry such freight and receive the revenue therefor, and giving the shipper the benefit of competing routes for such shipments.

Now on this day comes the Illinois Southern Railway Company and files herein the following petition:

"The rate on sand, carload, minimum weight, capacity of car, but not less than 60,000 pounds, from Menard and Chester, Ill., to Benton, Johnson City, Marion, Cartersville, Herrin, Murphysboro and Zeigler, Ill., via the St. L. I. M. & S. Ry. is 60 cents per net ton and is carried in supplement No. 5 to Missouri Pacific Ry. Co. tariff No. 56-K, I. C. C., No. A-1805.

It is the desire of the petitioner to establish the same rate, minimum weight marked capacity of car from Kellogg, and Menard, Ill., to the above named points in connection with the Illinois Central Railroad without applying same at intermediate points.

There is no necessity for the establishment of the 60-cent rate at intermediate points of destination on the Illinois Central Railroad, and it is the desire of petitioner to meet, over a longer line or route, competitive conditions created by a direct or shorter line, without applying same at intermediate points, giving the shipper the benefit of competitive routes for such shipments. The Illinois Central R. R. is interested in the subject matter contained in this petition.

[Signed] W. H. OGBORN,
General Freight Agent."

The petitioner also states:

"The shipper of this material is unable to load sand at Chester, Ill., account incline at that point in bad order and for the present at least will forward his entire output from Kellogg, Ill., our Mississippi River crossing."

And the commission, after investigation of such application and being fully advised in the premises.

It is therefore ordered, adjudged and decreed by the commission, that the application of the said Illinois Southern Railway Company be granted, for a period from Nov. 18, 1912, to Dec. 31, 1912, inclusive, enabling such road to receive such freight and the revenue derived from transporting the same and giving to the shippers at such originating points an additional route, and the said Illinois Southern Railway Company is hereby authorized to meet the rate from point of origin to destination, as stated in said application.

The commission hereby retains jurisdiction of the application for the propose of modifying this order at any time it may deem it necessary to

do so, upon reasonable notice, and also reserves the right to hear and determine at any time, upon complaint, the fixing of any intermediate rate between the point of origin and destination.

By order of the commission, this 29th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

Circular Letters

From This Department, of General Interest.

CIRCULAR LETTERS.

June 15, 1912.

MY DEAR SIR—The statute of Illinois governing railroad crossings, provides:

“That hereafter any railroad company desiring to cross with its track or tracks, the main track of another railroad company, shall, before constructing any such crossing, apply to the Railroad and Warehouse Commission for permission to make such crossing. After full investigation, and with due regard to safety of life and property, said commission shall give a decision prescribing the place where and the manner in which said crossing shall be made.”

It frequently occurs that a railroad company has surveyed for its track and has practically prepared everything for the crossing of the senior road at some particular point, before any application is made to the commission.

To enable the commission to adjust these crossing matters, and in order that they may be gone into carefully before any expenditure of time or money is made, the commission desires hereafter that all applications for crossings be made in all cases a sufficient time in advance so that the commission may have an opportunity to determine where as well as how such crossing shall be made.

The commission will hereafter insist upon the request in this letter being complied with, and it will be considered one of the rules of the commission.

Yours very truly,

[Signed] O. F. BERRY, *Chairman.*

WILLIAM KILPATRICK,, *Secretary.*

August 1, 1912.

MY DEAR SIR—Last year, during the fall and winter months especially, there was a great shortage of cars, and in many instances, of motive power, to properly move both grain and coal. This matter was so urgent and was brought to the notice of the commission from so many different sources, and our investigation showed such a condition of affairs, that we feel it our duty at this time to call especial attention to this matter.

Our investigation at that time developed the fact that all of the roads had more or less cars, as well as motive power unfit for use, and in many instances developed the fact that a large number of their cars as well as locomotives were out of service. In some instances good reasons were given for this condition of affairs; in many, no reason was given, but the fact remains that if all the equipment owned by the respective roads in this State had been in proper repair and ready for use, the business could have been taken care of much better than it was.

The indications point to a large crop this year; we believe it very important to the farmers and shippers of this State, that their grain be taken care of promptly and handled when desired, as far as possible without delay. The railroads also should be desirous of bringing about this condition, and the only safe plan, as viewed by the commission at this time, in order that these conditions may be met properly and the grain and coal of our State handled promptly and without loss, is to begin now to put in order all equipment of every kind that can be used in shipping when the time comes.

The commission therefore desires that you take such steps at once, if you have not already done so, as will put in good condition for use all the equipment on your road; and the commission also desires that you report to the commission by Nov. 1, 1912, the number of cars you have which are in condition for the loading of grain and coal each, also the number of cars you have for such loading which are unfit for service, as well as the number of locomotives.

We are very sure you will coöperate with us in this matter. Please acknowledge receipt of this letter with any suggestions you may have to make in relation thereto.

By order of the commission.

[Signed] O. F. BERRY, *Chairman*.

WILLIAM KILPATRICK,, *Secretary*.

August 26, 1912.

MY DEAR SIR—On August 1st we sent a letter to all of the operating officers of the several railroads in this State, calling their special attention to the shortage of cars and motive power last year in the movement of both grain and coal. In that letter we urged them very strongly to put all of their cars and locomotives in proper condition for use in order that they might be able to properly handle, without delay or loss, the present grain crop, and coal when the time comes for the proper transportation of it.

This letter has been received very kindly by the railroads, and many of them have issued special orders in relation to their equipment, and practically all of them have assured the commission that all of their equipment will be put in proper condition for use.

The commission having thus called the attention of the railroad companies to this important matter, we feel that it is also proper for us to call the attention of all shippers using equipment of any kind for shipping purposes and ask their coöperation in this matter. Unless the most thorough coöperation is practiced by both the railroad companies and shippers, it will be extremely difficult to move the present grain crop promptly to the market. To that end we suggest that shippers order no more cars than they are able to load quickly, and that when received they load them promptly.

Merchants using cars for any purposes that could be used for the shipment of grain we earnestly request to unload their goods as rapidly as possible in order that the cars may be reloaded by grain shippers at the same point. We urge that cars be loaded as soon as placed, and that they be loaded as near their full capacity as possible; and if you receive loaded cars, unload them promptly, thus making an empty car.

The commission wants to emphasize at this time that cars are made for transportation of products and not for storage or warehouse purposes, and if your neighbor is holding cars for storage purposes that could be unloaded, he deprives you of an empty car that you need.

It is useless to state that the largest grain crop Illinois has had for many years will need to be handled in the next few months. This commission is giving much time to the proper adjustment of all transportation equipment so that as little congestion as possible may result.

We have asked for, and believe we are receiving, the coöperation of the railroads. We now ask the hearty coöperation of shippers and all persons using cars to the same end, and with proper system, promptness, and a little patience and all working together, we believe the crop can be moved, large as it is, with less congestion and more promptly than at any time in the history of the State.

We thank you in advance for your coöperation, which we are sure we will receive.

By order of the commission.

O. F. BERRY, *Chairman*;

B. A. ECKHART, *Commissioner*;

J. A. WILLOUGHBY, *Commissioner*.

WILLIAM KILPATRICK, *Secretary*.

Investigation of Accidents.

INVESTIGATION OF ACCIDENTS.

ACCIDENT AT LITCHFIELD ON JULY 6, 1911, ON WABASH R. R.—REAR END COLLISION.

SPRINGFIELD, ILL., July 6, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.:

I attended the inquest held by the coroner of Montgomery County over the death of W. F. Neihaus, an engineer who was injured in a wreck one and one-half miles north of Litchfield on the Wabash R. R., at 12:03 a. m., July 6th.

The testimony of the witnesses conflicted very much, but from the investigation I find that this was a rear end collision between two south bound freight trains, train No. 71 running into first section of No. 67. Train No. 67, a through freight train passed No. 71 at Raymond station about eleven (11) miles north of Litchfield. There is neither an automatic or manual block system on this division, but the plan of the operator blocking trains at open telegraph stations is used and at Raymond the crew on No. 71 was given a caution card, which signified that train No. 67 was in the block ahead and they were to follow with caution. Train No. 67 reached Litchfield and was entering the passing track at point marked "C" in the diagram when their rear was struck by train No. 71 at about the point marked "B" in the diagram. The accident occurred on a sharp curve and the engineer of the approaching train could only see the train he struck a very short distance. Conductor of train No. 67 was on the head of his train and the flagman was at the rear, but was not out flagging and testified that there was no fusees on the train to light and throw off. T. J. O'Brien, the fireman on No. 71, with engineer that was fatally injured, testified that at the I. C. R. R. crossing (point marked "A" in the diagram) they were delayed by the tower-man waiting for the signals to pull over and thought that an I. C. R. R. train had just crossed ahead of them, and further testified that after the accident Engineer Niehaus said that he saw the rear lights of the train he struck, but thought it was the train over on the I. C. R. R. that delayed them at the crossing. All testified that it was very easy to be misled at this point on account of the curve in the parallel tracks. The flagman on train No. 67 (train that was struck) states that he saw train No. 71 approaching, but thought that it was over on the I. C. R. R. tracks until it was too close to go out and flag. From the lay of the two tracks there is some possibility of trainmen being deceived, but it appears to me that the crew on No. 67 should have exercised more care in protecting the rear of their train on this curve when they stopped to enter the passing track, knowing that another was following. The crew on No. 71 should have also used better judgment in following train No. 67 as they were following upon a caution card and should have controlled the speed of their train so that they could have stopped within a distance that their view was clear.

As to the hours on duty, the crew on No. 71 had been on duty from 7:00 a. m. of July 5th, to 12:03 a. m., July 6th, which was 17 hours and

three minutes, or about one (1) hour longer than the federal statute allows. The reason of this was an engine of another train broke down and they were delayed three (3) hours on account of waiting for an engine to take the place of the one that was taken away from them.

Yours truly,

[Signed] A. R. LAYMAN,

Inspector.

ACCIDENT AT MORGAN STREET, CHICAGO, ON AUGUST 21, 1911, CROSSING COLLISION ON CHICAGO, MILWAUKEE & ST. PAUL RY.

CHICAGO, ILL., Aug. 21, 1911.

Railroad and Warehouse Commission, Springfield, Ill.:

I visited the scene of the accident on the C. M. & St. P. R. R. today and learned that this was a grade crossing accident which occurred in the yards of this company near Morgan street, and was caused by train No. 58 of the C. M. & St. P. (in-bound mail and passenger train) colliding with yard engine No. 4525 of the same line. At the point of accident there are four (4) main tracks which I understand belong to the Pennsylvania Railway Company, two of which are used for passenger service and two for freight. Also there is a crossover track which leads from track No. 1 to track No. 4 as indicated in the diagram. The switches of the crossover track are handled by a switchtender, who is an employee of the Pennsylvania Railway Company and is supposed to protect by flag all trains while using this crossover. Crews crossing at this point are relieved from protecting against approaching trains.

Yard engine No. 4525 of the C. M. & St. P., with a few cars was moving west on track No. 1 and was permitted to enter the crossover. Train No. 58 was coming east bound on track No. 2 and collided with the yard engine at the point marked "X" in the diagram.

The wreck occurred at 1:52 a. m. and the passenger train was due at Union Station at 1:45 a. m. I was unable to interview the engineer of train No. 58 or the switchtender who was on duty at the time and could not learn just why the approaching train was not flagged.

I am informed that there have been several accidents of this kind on this track during the past year and one occurred on a crossover at Canal Street just a few hours before the Morgan Street collision.

In view of the fact that accidents of this kind have been quite frequent in this terminal it indicates carelessness and I think it would be well to say to these two companies that unless an improvement is effected the statute will be enforced which requires all engineers to bring their train to a full stop within 800 feet of the crossing and positively ascertain that the way is clear and that the train can safely resume its course before proceeding. The penalty for violation is \$200.00 against both the engineer in charge and the corporation on whose road the offense happened. No fatal injuries in this collision.

Yours truly,

[Signed] A. R. LAYMAN,

Inspector.

ACCIDENT AT RIVERSIDE ON AUG. 19, 1911—REAR END COLLISION ON CHICAGO, BURLINGTON & QUINCY R. R.

CHICAGO, ILL., Sept. 7, 1911.

Railroad and Warehouse Commission, Springfield, Ill.:

Referring to your letter of August 26, 1911, in regard to the rear end collision on the C. B. & Q. R. R. at Riverside, Ill., Aug 19, 1911, I met Mr. W. S. Kerby, division superintendent of this railroad at Riverside on September 5th and from his statement and from such investigation as I could make at that time, developed the following facts in regard to the accident.

At Riverside the C. B. & Q. R. R. is a three track railroad, the middle track being used to relieve the east and west bound mains during the rush hours. Riverside is the terminus of about one-third the suburban passenger trains in and out of Chicago, the depot being on the south side of the south or "east bound main" track, and there is a platform on the north side of the west bound main track.

East of the depot are crossovers used for bringing west bound suburban trains whose terminus is at Riverside over onto the east bound main track, these trains discharging their passengers and baggage on the east bound platform, and then going into the passenger yard immediately west of the depot.

There is an interlocking plant at Riverside, controlling the crossovers, the main line switch into the passenger yard, and the semaphores governing train movements into the town and through the blocks. The interlocking plant is, in addition locked through a track circuit.

Suburban train No. 217 is scheduled to arrive at Riverside at 7:41 p. m., and its coaches go east on suburban train No. 216 at 7:55 P. M.

Mr. Kerby informs me that on the night of the accident, train No. 217, west bound, discharged its passengers on the east bound platform, went into the passenger yard, its engine was uncoupled and another engine coupled on the east end of the train, and the train immediately pulled onto the east bound main in front of the depot, making a wait of about four minutes in which to load passengers and baggage.

During all this time the switch into the passenger yard was thrown against the main line.

The interlocking is such that before the switch can be thrown, two signals governing movements on the east bound main into Riverside must be thrown, the first signal, about 500 feet west of the depot going to danger and the second, 3,000 feet west of the depot going to caution.

Within one minute of the leaving time of suburban train No. 216, extra No. 1908, having run past the distant signal at caution and the home signal at danger, collided with the rear of train No. 216, damaging the passenger equipment severely, derailing the passenger cars, destroying the east end of the platform canopy, and causing some four cases of personal injury.

When the passenger crew saw the freight train coming, they got most of the passengers out of the cars, and the passenger engineer got his train in motion, which lessened the effect of the collision.

The investigation of the C. B. & Q. R. R. developed the following information in regard to the accident:

(1) That the freight train approached Riverside at a speed of about 45 miles per hour, though the rules of the road prohibit a speed of over 35 miles per hour in this district.

(2) That the freight train had encroached on the time table rights of passenger train No. 216, without any orders permitting such a movement.

(3) That the freight engineer had run the distant signal at caution and the home signal at danger, in violation of the rules.

(4) That 49 out of 51 cars on the freight train had air brakes in good working condition.

(5) From a test made of a similar train, that having reached the distant signal at caution, a train can be stopped within 800 feet, when the speed of the train approaching the signal is not over 35 miles per hour.

The engineer of extra No. 1908 has been taken out of engine service permanently, as the wreck is attributed to careless running on his part.

To safeguard against a repetition of the accident, the C. B. & Q. R. R. has established an absolute block on the east bound track between Congress Park, the station west of Riverside, and Riverside, no train on the east bound main track can pass Congress Park until the block signal 400 feet east of Riverside depot has been cleared by a preceding train.

The discipline given and the additional block protection established should prevent any future trouble of this sort. There does not seem to have been any laxity in the operation or management of the railroad to which this accident can be attributed. The file is returned herewith.

Respectfully yours,

[Signed] W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT NEAR HILLSBORO ON SEPT. 4, 1911, DERAILMENT OF PASSENGER TRAIN
ON CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY.

Chicago, Ill., Sept. 11, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.

Attached you will find a clipping from the Chicago Record-Herald of September 1st in regard to wreck near Hillsboro, Ill., on the C. C. C. & St. L. Railway on Aug. 31, 1911.

On September 4, I was in Hillsboro inspecting the C., C. C. & St. L. Ry. interlocking plant at that place and made inquiries in regard to the wreck.

The five rear cars of east bound passenger train No. 18 due at Hillsboro at 1:23 p. m., were derailed at a point three miles west of Hillsboro on the so called short line, or cutoff between Hillsboro and St. Louis, Mo. The train had just started to get up speed after having passed over the track being reballasted and protected by slow order.

The brake rigging on the forward truck of the dining car became, for some unknown cause, detached and dropping to the rails, derailed the rear truck of the dining car, the three pullman cars following and the rear car, a passenger coach. The accident happened at the east end of a curve and in a cut, and the derailed cars were prevented from turning over as they were resting against the slope of the cut when the train was brought to a stop.

There was only one case of personal injury, a woman passenger being slightly cut with broken glass. The damage to the equipment was slight, except in the case of the diner, which was pretty well stripped below the car body.

Train No. 18 is a fast express between St. Louis and Buffalo, with high class equipment and the accident is scarcely due to any cause that could have been foreseen.

Respectfully yours,

[Signed] W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT NEAR STREATOR ON SEPTEMBER 14, 1911, CROSSING COLLISION BETWEEN
CHICAGO, OTTAWA & PEORIA R. R., AND CHICAGO, BURLINGTON AND
QUINCY R. R.

Chicago, Ill., Sept. 19, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.

Referring to the attached file in regard to the collision on Sept. 14th between a Chicago, Ottawa & Peoria Ry. passenger car and a C. B. & Q. R. R. switch engine near Streator, I yesterday made an investigation, in company with the C. B. & Q. R. R. agent at that point, of the circumstances surrounding the accident.

The crossing where the collision occurred is approximately one and one-half miles due north of the center of the town of Streator. Here the single main track of the Chicago, Ottawa & Peoria Ry. Co. crosses at right angles an industry track of the C. B. & Q. R. R., the electric track running due north and south and the industry track due east and west. In all directions the view of the crossing is very good, the only possible obstruction to the view of either crew being a residence on the west side of the interurban 300 feet south of the crossing.

The Chicago, Ottawa & Peoria Ry. has stop boards 60 feet each way from the crossing, but the C. B. & Q. R. R. does not maintain any stop boards. The C. B. & Q. R. R. agent at Streator informs me that the interurban cars are required to stop for this crossing, the conductor going on to the crossing and flagging the car over, and that the C. B. & Q. R. R. crews do not make a stop for the crossing.

In this case, the C. B. & Q. R. R. switch engine was proceeding west, with some five or six cars, when an interurban car, north bound was approaching the crossing. The C. B. & Q. R. R. crew expected the interurban car to stop and that its conductor would as usual get off the car and flag the car over, after the switch engine and cars had crossed, so the C. B. & Q. R. R. train did not stop.

The interurban car is said to have come almost to a stop, and then started to cross in front of the switch engine. The people in the interurban car started to scramble off the car, when they saw that a collision was imminent and the motorman is supposed to have lost his head and stopped the car with the rear vestibule overhanging the crossing.

The C. B. & Q. R. R. train collided with the rear vestibule of the interurban car, destroying the rear vestibule and breaking most of the windows of the interurban car. Some five passengers were injured, the most serious injury being, I understand, a badly sprained ankle.

There is no doubt but that the blame for the accident should be laid to the crews of both roads. In the case of the interurban road, the motorman is said to have been a new man, and the fact that he brought the car very nearly to a stop might lessen his offense, if he had waited to be sure what the switch engine would do.

The switch engine crew certainly are in a large measure to blame, as they violated the law requiring a stop for grade crossings not interlocked. Owing to the lateness of the train on which I went to Streator, my time for the investigation was limited, and I did not get an opportunity to try and get hold of any representatives of the electric line, and believe that this statement of the circumstances surrounding the accident should be submitted to the officers of the electric line to see if they have any corrections to make or any additional information to submit.

Any danger of future trouble at this point could be prevented by placing of derails on each side of the crossing in the C. B. & Q. R. R. switch track, and, if considered desirable by installing semaphores, operated by the movement of the derails, the semaphores to be placed to govern the electric line movements, and showing when the derails on the switch track are open or closed.

Yours very truly,

[Signed] W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT AT EAST ST. LOUIS ON SEPTEMBER 25, 1911—COLLISION ON ST. LOUIS, TROY & EASTERN R. R.

EAST ST. LOUIS, ILL., Sept. 27, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.:

By investigating the accident which occurred in the yards of the St. Louis, Troy & Eastern at 8:45 p. m. Sept. 25, 1911, I found that this was a collision which resulted in the death of Brakeman P. H. Warren of Venice, Ill., and permanent injury to Fireman Jeptha Pilcher of Chancelorsville, Ill.

Engineer H. N. Schandorf and Conductor Fred Baubindestel in charge of an extra train, Engine No. 2 of the St. L., T. & E. R. R., running between Troy, Ill., and National City, Ill., approached Brickhouse yard with a train of thirty-four (34) cars and received a signal by lantern from a switch-tender to come forward. The engineer obeyed the signal and found the switch open which allowed him to enter a siding at the point marked "A" in the diagram. All the train except the caboose was pulled onto this side-

track, it being uncoupled and left on the main at point marked "B" in the diagram. The engine and one (1) empty coal car was detached from the train and again entered the main track at the point marked "C" in the diagram and started back in an eastwardly direction to get the caboose. At the point marked "D" in the diagram they collided with a train of coal cars that had been left on the main track unprotected. Warren riding end of empty coal car was crushed between the two cars and his injury resulted fatally.

The engineer and conductor of extra Engine No. 2 testify that it was customary for arriving trains to be notified when the main track was obstructed, but on this occasion they were not notified and the engineer was backing his engine with the presumption that the way was clear. From other testimony I find that the system for transmitting orders for train movements on this road is by use of the telephone. The superintendent has general supervision and issues orders direct to the general yard master who delivers them to the engine foreman and conductors, but at the time of accident neither of them were on duty and the foreman of the only yard crew working that night was in charge.

It appears to me that some one was very negligent in leaving this main blocked and failing to get word to this approaching train. The night was dark and, in my judgment, the engineer could not see the train he struck. The fact that this crew was first in on the passing track when they arrived, because the main track before them was obstructed, is not taken by the train crew as notice that they can not use the main track, because it is a custom to enter this sidetrack as formally described, even when the main track is not blocked.

Yours truly,

[Signed] A. R. LAYMAN,
Inspector.

ACCIDENT AT TUCKER ON SEPTEMBER 29, 1911, ON THE ILLINOIS CENTRAL R. R.
CHICAGO, ILL., Oct. 3, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.:

As instructed, I went to Tucker and Kankakee on September 30th, to make an investigation of the wreck at Tucker, September 29th, in which one man was killed and four men injured.

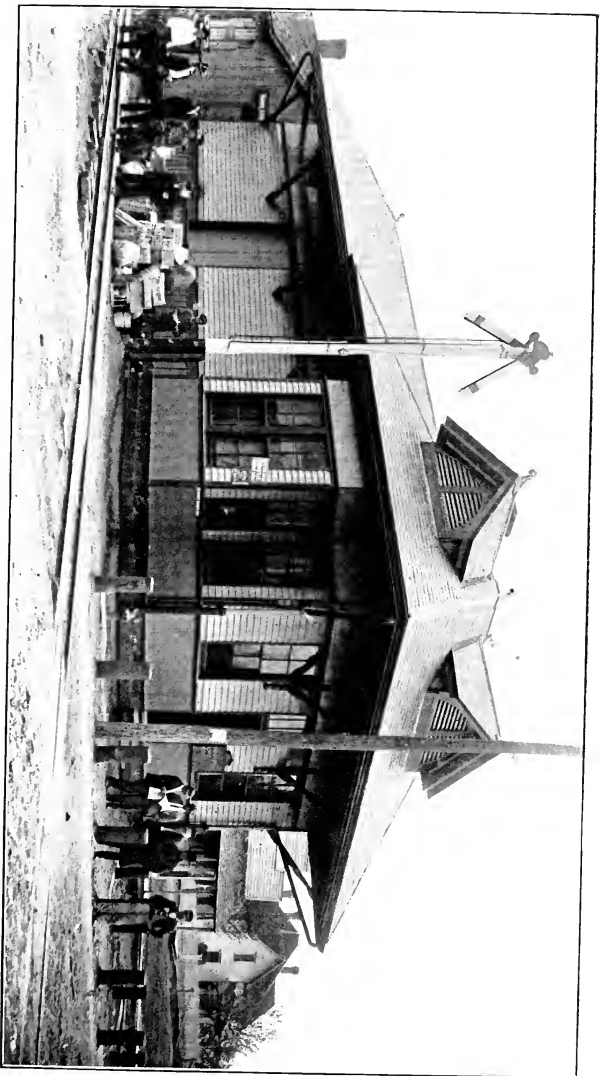
On that evening, work extra No. 1843 was on the new north bound passing at Tucker, unloading clay from seven cars, among which was I. C. No. 110715, a National dump car with side doors, the material being carried in triangular shaped pockets, there being practically none of the load in the center of the car. This car was the first car south of the engine, and one truck was derailed just north of the main line frog at the south end of this passing track, as the train attempted to go out on the main line.

Of the other six cars, two were partly loaded and four were empty, but in the case of the derailed car, all the dirt had been unloaded from the pockets on the east side of the car, and a very little from the pockets on the west side.

As the center of gravity of the loads in the pockets on one side is within a foot or so of the side of the car, the car was certain to bind on its bearings, and this binding caused the derailling of the one truck when the truck came to the curve back of the main line switch.

The passing track was in safe condition for the operation of work trains, but it happened that there was some eight or ten inches of elevation on the curve back of the main line frog, and when the truck derailed, the body of the car left the trucks, and upset, blocking both main lines.

There were a number of men, workmen on the construction gang, who were on the car, and as the engine was merely going out to do a little switching they stayed on the car, and were thrown out on the main tracks



Louisville & Nashville R. R. Combination Passenger and Freight Depot, Broughton, Ill.

when the body of the car turned over. One of the workmen falling on the rail received injuries from which he died in twenty minutes. The other four, the extent of whose injuries had not been ascertained, were taken to the hospital at Kankakee.

Derailments of this kind are common on construction work, but as the cars are handled carefully and at low speed, there is generally no serious results, but a side dumping car of this kind should not have been moved when one side was loaded and the other empty, as the inequalities of even straight track, under construction unevenly surfaced and unblasted might have caused a similar derailment, and I am inclined to think that both the crew and the foreman in charge of the men are at fault in moving a car so unevenly loaded.

My general experience in matters of this kind is that crews will not move even flat bottomed coal cars or flat cars where the load is very uneven, not so much because of the danger of a slight derailment, as the danger in going around curves and over switches, where if anything goes wrong there is the chance of blocking the main line.

The separation of the body of the car from the trucks in such a derailment is very unusual, and is something that would not be foreseen, but the derailment under such circumstances and the consequent blocking of the main line should certainly have been foreseen, and there certainly was poor judgment used in moving the car.

Yours very truly,

[Signed] W. A. VAN HOOK,

Assistant Engineer.

ACCIDENT AT MATTOON ON SEPT. 29, 1911—CROSSING COLLISION BETWEEN
CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY., AND
ILLINOIS CENTRAL R. R.

CHICAGO, ILL., Oct. 6, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.:

On October 4th I went to Mattoon to investigate the circumstances under which a collision occurred at that point, September 29th.

From what information I can gather, C. C. C. & St. L. Ry. passenger train came in to Mattoon at 7:24 P. M. on September 29th. made the stop for the unprotected crossing with the I. C. R. R., and started to pull over the crossing.

I. C. extra freight No. 986, north bound, ran the crossing and struck the engine of C. C. C. & St. L. Ry. No. 21, turning the engine over, resulting in the death of James Samson, engineer, in the serious injury of the road foreman of engines and fireman on the C. C. C. & St. L. engine.

At this crossing, a crossing gate is maintained by the C. C. C. & St. L. Ry., to govern the movements of both roads over the crossing, and the superintendent of the C. C. C. & St. L. Ry. at Mattoon tells me that this gate was thrown against the I. C. R. R. at the time the accident happened, and that the red lights on the gate showed this, they being lighted at the time.

On an attached sheet, I have drawn in pencil a rough sketch showing the crossing and the gate, and you will please notice that while this gate extends across the two C. C. C. & St. L. Ry. main tracks, it extends across but two of the three I. C. tracks, and that the northbound main, the track on which I. C. R. R. extra No. 986 was moving, is the one track which the gate does not cover, and as it is nearly dark now at 7:24 P. M., and it is probable that the lights were the only part of the gates visible, you can readily see that the gates might have been swung over while the I. C. R. R. engine was still a considerable distance away from the crossing, yet the I. C. engineer could not see the gate from his side of the engine. I understand that there is still some dispute as to the exact facts in the case, particularly as to the way the gate was handled, but I think that the cause of the wreck was the running of the grade crossing by the engineer of the I. C. R. R. extra No. 986.

I have made this detailed statement of the situation, with respect to the gate, as it seems to me that the engineers have probably depended upon the gate to show whether he had or not the crossing. The fact that the gate does not extend across the I. C. R. R. north bound main track, and that it can be swung against an I. C. R. R. north bound train, when the train is close to the crossing, without the I. C. engineer seeing that the gate has been thrown against him, creates a dangerous condition.

This does not lessen the offense of the engineer, in running the crossing, but I believe it has developed that there is an unsafe condition at this point, and that one of three things should be done; the gate entirely done away with, the gate arranged to cover all the I. C. R. R. tracks, or an interlocker installed.

It would appear to me that an interlocker with pocket derails to let passenger trains into the depot on both roads at the same time, as is now used at Effingham, would be the best solution of the problem.

While I was looking over this situation on October 4th, C. C. C. & St. L. Ry. passenger train No. 41, west bound, pulled into the depot, and it had no more than come to a stop when C. C. C. & St. L. Ry. No. 18, east bound, pulled in between No. 41 and the depot, while passengers were getting off No. 41 and other passengers were leaving the depot to get on No. 41.

On many roads, it is absolutely prohibited for one train to pull into a depot when another train is at the depot loading or unloading passengers, if the first train must move over a track between the depot and the track on which the other train is standing.

It seems to me that both roads are handling their trains in a very poor manner at this crossing, that on account of the number of trains passing over this crossing, there being nine passenger trains on the C. C. C. & St. L. Ry. and 20 passenger trains on the I. C. R. R. daily and in addition to the freight trains a large amount of switching, some absolute protection is needed.

An interlocking plant at this point would perhaps be further complicated, owing to the fact that the city street railway crosses at grade the I. C. R. R. tracks at a point one block (about 400 feet) south of the I. C. C. C. & St. L. grade crossing.

Very truly yours,
[Signed] W. A. VAN Hook,
Assistant Engineer.

ACCIDENT AT FORDHAM YARD, CHICAGO, ON OCTOBER 10, 1911, DERAILMENT ON THE ILLINOIS CENTRAL R. R.

Chicago, Ill., Oct. 11, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.

At 2:35 a. m. on October 10th, engine No. 1637 in backing through a turnout in the middle of the Fordham Yard of the Illinois Central R. R., was derailed on account of the Hayes derail back of the turnout not having been thrown. The engine tender and the engine itself were derailed and crushed in the side of a box car, I. C. No. 28375, standing on the next track east. P. B. Lawton, the front brakeman of the train crew on the north bound extra freight which engine No. 1637 had just brought in, was riding on the step on the rear end of the tender, and was caught between the engine and box car, and injured to such an extent that he died about twenty minutes later.

The Fordham yard is on the east side of the main tracks of the Illinois Central R. R., and is used for receiving and classifying freight cars inbound for Chicago.

Just east of the main line tracks is a running track, used by road engines to return to the south end of the yard, where the round house is located, after having cut off from their trains in the receiving yard, which is composed of the next nine tracks west of the running track.

A short time previous to the accident, some crew had cut off some five or six cars on this running track, and when the engine of extra No. 1637 north-bound cut off from his train in the receiving yard, the engineer found this running track blocked temporarily at least, and to prevent delay in getting his engine in the round house, he backed up over the switches on the south end of the classification yard, and started to go through to the south end of the entire yard over track No. 11. This track, No. 11, with tracks No. 10 and No. 12 are three tracks on which the cars are placed for classification and on which the switch engines used in classification service work, in dropping cars into the classification yard, and is not a running track and should not be used at all by road engines.

The crew of engine No. 1637 found track No. 11 occupied and, while it is not known whether or not there was an engine on track No. 11 at this time, it is presumed the crew supposed that a switch engine was bringing the cars north on it in order to classify them.

Tracks 10 and 12 join track No. 11 a short distance south of the south end of the classification yard. The connection between tracks No. 10 and No. 11 is a crossover and to prevent fouling, the switch of the crossover on track No. 10 is kept thrown against any movement through the crossover.

To prevent fouling between movements at the north end of tracks No. 11 and No. 12, track No. 12 terminating at the north end in track 11, a Hayes derail was installed on the north end of track No. 12 last May, and at that time was properly bulletined, according to Mr. Bernard, trainmaster stationed at this yard. This derail has no switchstand, target or other indication to show its position, but it is painted a distinctive color—yellow.

The derail was set against any train movements, but the members of the crew on the engine seemed to have forgotten it entirely and the engine was, in consequence, derailed, with the resulting death as stated.

The engineer of engine No. 1637 was Chas. Nooneman and the conductor of the train was J. H. Berry. The latter, however, has nothing to do with the movement of the engine, after the train has pulled into the receiving yard, and was not present at or in any way connected with the accident. The Illinois Central R. R. has not yet made their formal investigation, and so is not at this time prepared to place the blame. I could not learn how long the men concerned had been in the service of this road, but they are all said to have been conversant with conditions on the road and in this yard to have known of the installation of the derail.

It seems to me, however, that the engineer is to blame, especially in trying to go through the middle of a switching yard. If he had not been in such a hurry to get rid of his engine and had waited a few minutes till a running track was cleared, he would have had his engine in the roundhouse as soon as he could have expected to it by going through the yard, and he would not have endangered his own crew or other crews.

I cannot see that the railroad is to blame unless it is for not having some indictating target to show which way the derail was set, and it is a question if the target would not be more dangerous to the switchmen than the danger brought about by the lack of a target, for this is at a point where the men of switching crews are on and off cars continually, and the less obstructions there are, the greater is the safety afforded. For this reason, also, I do not think that it would have been advisable to pipe connect the derail with the switchstand of the turn out, as is often done in the case of side tracks alongside of main line tracks.

The yard is said to be fairly well lighted at night, and the derail visible, but it has been my experience that even in the best lighted yards, when there are cars on an adjoining track to cast shadows, it takes careful observation to see how switches are lined and how derails stand. and I pre-

sume in this case that the crew were busy in trying to see if the train or cars on track No. 11 were moving towards them, as this in itself was probable to result in a collision if they did not get in the clear on track No. 12 quickly.

Yours very truly,

[Signed] W. A. VAN HOOK,

Assistant Engineer.

ACCIDENT AT CENTRAL AVENUE STATION, AUSTIN, ON OCTOBER 12, 1911—REAR
END COLLISION ON AURORA, ELGIN & AURORA R. R.

CHICAGO, ILL., Oct. 28, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.:

On October 12th at 7:43 p. m., at a point 800 feet west of the Central Avenue Station, Austin, on the tracks of the Aurora, Elgin & Chicago R. R., eastbound extra passenger train, motor car No. 22, collided in a fog with the rear end of scheduled passenger train No. 4, eastbound, resulting in the injury of a number of persons, the newspaper reports giving the number as twenty-one persons. The front platform of car No. 22 was demolished, and catching fire through contact with the third rail, this car was completely destroyed. Fortunately, the crews and passengers escaped this peril.

Train No. 4 started from Elgin at 6:38 p. m., and is supposed to arrive at Wheaton at the same time as train No. 120, leaving Aurora at 6:35 p. m., and the cars of both trains are coupled into one train, leaving Wheaton at 7:02 p. m. for Chicago as train No. 4.

This night the car from Aurora, train No. 120, was some ten minutes late, and the dispatcher gave orders for the car running to Wheaton as No. 4 to continue the trip without waiting for the arrival of train No. 120.

Train No. 4 was to make the regular stops provided for in the schedule, and flag stops, and train No. 120, car No. 22, was ordered to run extra Wheaton to Chicago, as a limited, making stops at the depots of the various towns.

When extra car No. 22 reached Glen Ellyn, 1.5 miles east of Wheaton, the car was flagged by the conductor of the preceding train, No. 4, and the crew of the train informed that motor trouble had developed on train No. 4, and the car was crippled. It was agreed between the two crews that train No. 4 would, for the rest of the trip, not make the flag stops and that the extra passenger would make the stops, this being just contrary to the dispatcher's orders, but which was on the side of safety, as it permitted the crippled car to run without many stops, while the car following made numerous stops.

Train No. 4 passed Desplaines av., Forrest pk., at 7:35 p. m., being five minutes late at this point, and extra car No. 22 passed the same point at 7:37 p. m. About the time both cars reached Oak Park boul., a station two miles east of Desplaines av., they ran into a bank of fog, and the first car, otherwise known as train No. 22, having evidently some knowledge that a train of the Metropolitan Elevated R. R. which uses the A., E. & C. R. R. tracks at these points was in front of it on the same track, slowed down as it approached the curve which begins about 800 feet west of the Central Avenue Station, and while proceeding at a low rate of speed, was overtaken by extra car No. 22, which, as far as can be ascertained, had not slowed down to any appreciable extent on account of the fog.

On account of the tracks from Desplaines av. to Fifty-second av. being used by the two roads, and the frequency of trains, when anything comes up to obscure the vision of employees operated trains, two manual blocks are established between Desplaines av. and Fifty-second av., one block extending from Desplaines av. to Oak Park boul., and the second block from Oak Park boul. to Fifty-second av.

Employees at all three of these places, in communication with each other by telephone, prevent more than one train from occupying a block on one track at the same time. In this case, however, the fog had not appeared at

either Desplaines av. or at Fifty-second av., being merely local in the neighborhood of the accident, so the manual block regulation during bad weather had not gone into effect.

I find on investigation that the A., E. & C. R. R. has standard rules for the protection of the rear end of trains which are stopped or delayed on double track, and an additional rule requiring motormen to operate their trains during fogs and bad weather at a speed which will permit them to stop at all times within the range of their vision. This rule had been bulletined and attention called to it yearly, the last bulletin being posted about a year before the accident. All train employees are required to sign each bulletin, and these signatures are checked up a month after the bulletin was posted.

The conductor of the first train reports that just before they got into the fog a passenger reported that the toilet had been occupied ever since the train left Wheaton. He went forward to investigate, and finding the report untrue, locked the toilet, and returned to the rear platform to find his car running very slowly in a fog. He got out his torpedoes and fuses, with which all crews are provided, lighted a red fuse and started to get down on the rear step, with the intention of getting off the car, if necessary, when he saw car No. 22 coming at a good rate of speed only a short distance in the rear. He jumped up on the platform and inside the car, and the collision occurred almost immediately.

The conductor of train No. 4 does not seem to be in any way to blame for the accident, but the crew of extra car No. 22 seem to be almost wholly responsible for the accident.

I attribute the blame to them because they did not obey the rule requiring them to operate the train at a speed which would permit them to stop within the range of their vision.

They knew in this case that a crippled car was in front of them, and though they knew that this preceding car was two minutes ahead of them at Desplaines av., they proceeded east and running into the fog, neither regarded the rule, or the fact that the train ahead was crippled and might have to stop at any time.

No carelessness in operation can be attributed to the railroad, and the management seems to desire in every way to make their operation safe. This road at the present time is experimenting with electric block signals, working through track circuits, with the idea of finding a suitable type for safeguarding operation. That they recognize the danger where the trains of the Metropolitan West Side Elevated R. R. use their tracks is shown by the fact that manual blocks are used as shown in bad weather, and that this is not satisfactory in every way is demonstrated that the elevated railroad is at present grading for a new track west of Fifty-second av., with the idea of finally having tracks of their own the greater part of the way, if not all the way, between Fifty-second av. and Desplaines av., the western terminus of the elevated trains.

I would respectfully suggest to the commission that the subject of the automatic protection, especially on roads having frequent service, is one that should be thoroughly gone into. The more the human element is eliminated from train operation, the greater is the safety afforded.

Very respectfully yours,

[Signed] W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT NEAR GARFIELD PARK STATION ON OCT. 13, 1911, REAR END COLLISION ON CHICAGO AND OAK PARK ELEVATED R. R.

CHICAGO, Oct. 24, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.:

As a result of three train accidents which occurred on the tracks of the Chicago & Oak Park Elevated R. R. Co., I had Assistant Engineer Van Hook make an investigation and submit herewith his report, which is substantiated as follows:

In and about Chicago on the night of October 12th and the morning of October 13th there was a very heavy fog. On the morning of October 13th, 1911, along about 7:45 A. M., there were three train accidents, all connected with eastbound trains on the elevated structure between Hamlin Avenue station and Garfield Park station. No property was damaged, nor were there any passengers injured in the first and second accidents, but in the third one the front platform of the motor car of train No. 9 was destroyed and two passengers were badly bruised.

The C. & O. P. E. R. R. Co. does not schedule its trains by numbers, but refers to them in the time card as Austin 7:15 A. M. or Wisconsin 7:13 A. M., etc., each particular train being prefaced with the initial of the station at the starting point. I submit herewith a table showing a list of the trains as run that morning, which includes all the trains figuring in the train accidents, as prepared by Assistant Engineer Van Hook. Arbitrary numbers have been assigned for each train and show the various trains, in which L is designated for local and E for express. The starting points are also shown in which H represents Hamlin, A for Austin, and W for Wisconsin, being the names of the stations on the road at starting points:

	Number—										
	1	2	3	4	5	6	7	8	9	10	11
Kind of train.....	E	E	L	E	E	E	E	L	E	L	L
Starting point.....	A	W	H	W	A	W	W	H	A	H	H
Scheduled leaving time at											
starting point.....	7:15	7:10	7:28	7:13	7:23	7:18	7:24	7:32	7:29	7:36	7:41
Time due at Austin.....	7:15	7:17	.....	7:20	7:23	7:25	7:31	.....	7:29	.....	.....
Time due at Hamlin.....	7:26	7:28	7:28	7:31	7:34	7:36	7:42	7:32	7:40	7:36	7:41
Running time Austin to Ham-											
lin, minutes.....	11	11	.....	11	11	11	11	.....	11	.....	11
Scheduled speed, miles per hr.	15	15	.....	15	15	15	15	.....	15	.....	15
Actual time leaving Austin.....	7:17	7:20	.....	7:24	7:26	7:29	7:32	.....	7:45	.....	.....
Actual time leaving Hamlin.....	.....	.....	7:34	.....	.....	.....	.....	7:47	.....	8:55	.....
Interpolated time lv. Hamlin.....	.....	.....	.....	7:37	7:40	7:43	7:45	.....	7:50	.....	.....
Actual running time, Austin-	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hamlin.....	.....	.....	.....	13	14	14	13	.....	15	.....	.....
Actual average speed about	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(miles per hour).....	.....	.....	.....	12	12	12	12	.....	12	.....	.....

From these tables it would indicate that the scheduled speed between Austin avenue and Hamlin avenue is 15 miles per hour and the actual average speed of the trains referred to was 12 miles per hour. From the officials of the road it was stated that, while most of the elevated structure was in the fog area, there was no fog at the Austin and Wisconsin stations. Assuming that the speed of trains was reduced on account of the fog only one-half the distance between Austin station and Hamlin station, then the actual speed over the eastbound track, including stops, was about 10 miles per hour. Excluding stops it was somewhat higher.

From Hamlin avenue east this road has three tracks extending to a point about a mile or more east of the Garfield Park station. The north track is used for east bound service, the south bound track for west bound service, and the middle track for express trains in the following manner: During the morning hours, from Garfield Park station east at east bound express track. During the evening hours, from the eastern end of the third track to Hamlin Avenue station, as west bound express tracks.

The separation of express and local trains during the hours noted is done by means of crossovers operated by towermen, who operate mechanical plants, interlocked in part. These plants and the switches are both just west of the respective stations.

The towerman at Garfield Park Station is located about 200 feet west of the west end of the station platforms, and the facing point switch in the east bound local track, which is thrown one way or the other during the

morning hours to shunt the express trains on the express tracks or to continue the local trains on the local tracks, is located about 200 feet west of the place where the towerman is located.

TRAIN ACCIDENT "A."

Train No. 2, an express approached the switch on the local track west of Garfield Park station about 7:45 a. m. that morning and a motorman states that he came to a full stop west of the signals governing the movement through the switch, and finding it at proceed through the crossover to the express track, started up. The front truck of the motor car took the switch while the rear truck went down the local track. The train was brought to a stop before any derailment occurred, and no injuries were received by passengers, crew, or damage to cars.

On examination of the track no marks were observed of damage to the switch points or any of the rail in the crossover. The change of the switch under a car is supposed to be prevented by a detector bar 32 feet 4 inches in length west of the switch points in the east bound local tracks. The towerman states that on this morning he could not see as far as the switch points were from him, in fact, not much over 70 to 80 feet, and that he had to depend on signals, by whistle, from the motormen to determine which way to throw the switch. In this case he seems to have thrown the switch first for the crossover onto the express track, and states he did not change the points at any time immediately before the accident, nor did he receive any signal from the motorman of train No. 2. You will please notice that the proceeding train No. 1, was also an express.

The superintendent states that the truck centers on their cars are 28 feet. The west end of the detector bar shows that it had been bent somewhat away from the rail, and a new link has been put in at the west end. The track employees who were present at the time of the accident or immediately after state that the bar had been bent out considerably.

It would seem from the fact that the detector bar is so short that the detector bar at present is bent outward at the west end for one foot, that on the second link from the west end of the bar there is a mark indicating that the link has been up against the wheel or wheels of some train, and that there was no derailment or any indication that the wheel had split the switch, that the towerman had thrown the switch and forced it over under the middle of motor car of train No. 2.

TRAIN ACCIDENT "B."

When accident A occurred, the rear trainman on train No. 2 went back and flagged train No. 3, and it is not now known whether the man on No. 3 flagged No. 4 or not, but it came to a stop without colliding with No. 3.

Train No. 5 did run into the rear of No. 4, and the motorman, Dressler, in his statement, says that he was not obeying the rule, posted in every cab of the motor cars, that motorman shall positively not exceed a speed which will permit them to stop in the range of their vision. He also stated that he could not see over two car lengths ahead. The management of this road during bad weather stations men at such points as seem dangerous to indicate to each motorman the minutes intervening since the preceding train passed the point at which he is stationed, and it seems that a trackman for this purpose was stationed about half way between Hamlin and Garfield Park stations, and that he had indicated to the motorman of No. 5 that it had been a minute since No. 4 passed. The motorman of No. 5 also stated that the reason he had not obeyed the rule to move his train at a safe speed was because he feared the train behind his train.

TRAIN ACCIDENT "C."

Immediately after accident B, train No. 9 ran into the rear end of train No. 7, which had come to a stop on account of the blockade, resulting in

serious bruises to two passengers and less serious injuries to other passengers, and the destruction of the front platform of the motor car of train No. 9, which was telescoped by the rear platform of the rear car of train No. 8. Statements had not been secured from the motorman of train No. 9 or other employees of the two trains in this accident.

This road is not equipped with block signals, the use of which would more than likely have prevented the two collisions. Without the use of block signals, it should be the aim and duty of the management to employ special means for despatching trains at certain points during fog, especially when trains are run under such close headway as is necessary on elevated roads. This should include a proper record of the movement of trains and have considerable reduction in speed, even though time is sacrificed, in order to bring the trains through, especially without damage to property and injury to passengers. Such deficiencies in operation as developed through these train accidents will be made the subject of another report, when report is finally submitted covering the inspection of the entire property.

Very truly yours,

[Signed] F. G. EWALD,
Consulting Engineer.

ACCIDENT AT WESTERN AVENUE, CHICAGO ON OCT. 13, 1911, COLLISION ON
CHICAGO & NORTHWESTERN RAILWAY.

CHICAGO, Oct. 24, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.:

On the morning of October 13th the Chicago & North Western suburban passenger train No. 30, east bound, collided with a light engine at Western avenue, Chicago. As a result of my investigation of this accident, the facts connected with this collision are set forth below:

Suburban passenger train No. 30 starts at West Chicago at 5:30 A. M., as a local train, making all stops and is due in Chicago at 6:40 a. m. When this train reached Western avenue it was about 3 minutes late. The train was made up of an engine and four coaches. On this particular morning there was a very heavy fog, so that in certain parts of Chicago it was not possible to see much farther than 100 feet in advance. This train was moving eastward along track No. 2, which is equipped with block signals. On the same track was a light engine waiting for the eastbound signal of the Western avenue interlocking plant to clear. The first automatic block signal west of the home signal of this interlocking plant is located 1,900 feet therefrom. From the information which I have obtained from the C. & N. W. Ry. Co., it would appear that the engineman of train No. 30, while not running more than 20 miles per hour, had paid absolutely no attention to this particular signal. In other words, he over-ran this signal which resulted in colliding with the light engine, which was waiting for a clear signal at the interlocking plant. The collision occurred just about the time that the light engine was moving eastward and in the same direction following the clearance of the home signal.

I understand that no damage was done to any of the railroad property, excepting to demolish the pilot of the engine on train No. 30. The passengers were considerably shaken up, but none were reported as injured.

Had it not been for the fact that the light engine was standing on the same track waiting for the home signal at the interlocking plant, it is more than likely that train No. 30 would have run off the open derail at that point and would possibly have resulted in much more damage and perhaps injury to passengers. From the facts, as I obtained them, it would appear that the engineman of train No. 30 was clearly to blame in failing to observe the signals.

Very truly yours,

[Signed] F. G. EWALD,
Consulting Engineer.

ACCIDENT AT PICKNEYVILLE ON SEPT. 7, 1911, DERAILMENT ON WABASH, CHESTER
& WESTERN R. R. AND CROSSING COLLISION BETWEEN WABASH
CHESTER & WESTERN R. R. AND ILLINOIS CENTRAL R. R.
CHICAGO, ILL., Oct. 21, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.

Referring to your letter of September 21st in regard to conditions on the Wabash, Chester & Western R. R., I have received the missing data required for the report on the accidents on this road on Sept. 7 and Sept. 16, 1911.

On September 7th, passenger train No. 3, running on time, was partially derailed on bridge No. 56, and three spans gave away, letting the cars fall into the bed of the creek and overturning other cars down the embankment at the end of the bridge.

This passenger train had some six cars of freight and two passenger cars and the engine and three of the freight cars went across the bridge in safety. The three west spans of the bridge gave away and let the other three cars fall into the creek, the passenger cars overturning down the embankment about fifteen feet in height. The accident happened at 6:00 p. m., and the location was about two miles west of Pinckneyville.

I was at the scene of the accident September 28th, in company with the superintendent of this road and he then stated that the accident was due to a breaking down of a truck of the first freight car derailed, but his report to the commission states that it was due to a portion of the trestle giving away, and I doubt if either theory can be proved on account of the almost total destruction of the first car to go through the trestle. Repairs to the bridge had been nearly completed when I saw the bridge, and the old timber had been removed so that I could not enter into an examination to determine whether the train was derailed first before the trestle gave away.

This bridge is 20 feet in height, and consists of 16 spans, ranging from 14 feet to 17 feet in length.

The three spans which were destroyed were each 14 feet in length and each span had 4.7"x16" stringers, in fair condition. The pile were 4 to the bent in good condition, and the caps 12"x12" in good condition. There were 8"x8" wheel guards in fair condition. The timber conditions were judged principally from the conditions existing on the remaining bents, and should give a good indication as the bridge was all of the same age. There were no struts between bents, or diagonal bracing between bents, either, and to this fact I attribute a great deal of the blame for the bridge failure, as the bridge is 20 feet in height, and needs such bracing.

I find in my report of October 3d, that five stringers of the size used are the proper number of spans of this length, for the bridge loading existing on this road, but this insufficient number of stringers reduced the factor of safety from 10 to 7.5 and this in itself is not sufficient to account for the failure of the bridge.

I am strongly inclined to think that the breaking down of the truck in the fourth freight car started the trouble, and that the bridge, safe except when a derailment occurred, partially failed on account of the lack of bracing between bents. That the bridge did not fail through lack of strength or poor timber I think is fully borne out by the fact that the engine, the heaviest part of the train went over safely.

I made a thorough inspection of the bridges on this road and find that their general condition is good, that from year to year, a general plan of repair and renewal is carried out, so that no censure can be made of the bridge conditions, except from the lack of bracing on the higher bridges.

This accident resulted in minor injuries to two men of the crew.

The second accident was the derailment of the engine of train No. 2, due to a broken rail, and resulted in no injuries to crew or passengers, and but little damage to the train. This road is ballasted principally with dirt, but the road bed is kept well drained, and no blame can be attributed to the road. Only 30 feet of track was damaged in this accident which occurred east of Percy.

On Sept. 16, 1911, at 10:58 p. m., W. C. & W. passenger train, running over two hours late, made the stop at Pinckneyville depot, which is just east of the crossing with the two main tracks of the I. C. R. R., and while pulling west over the crossing was struck by I. C. extra No. 253, 1st section south-bound.

This resulted in knocking the engine and tender of the W. C. & W. R. R. train off the track, with considerable damage to the equipment, but with no injuries to crew or passengers.

The interlocking plant at this crossing had been taken out of service at 12:00 noon on the previous day, September 15th, and had been properly bulletined as out of service on both roads.

The Illinois Central train is said to have run the crossing, and their interlocking report states that the accident occurred "account train not under control."

No blame can be attached to the Wabash, Chester & Western R. R. for this accident.

In these three accidents, I cannot see that the Wabash, Chester & Western R. R. is to blame for the derailments, if the accident at bridge No. 56 may be accounted a derailment, but this accident at bridge No. 56 might have been made less serious if the bridge had been properly braced.

The Wabash, Chester & Western should install on their wooden trestles and pile bridges line struts or diagonal bracing on all bridges over 12 feet in height, and should use five stringers not less than 7"x16" on all 14-foot spans and six stringers on all bridges over 15-foot span.

Yours very truly,

[Signed] W. A. VAN HOOK,

Assistant Engineer.

ACCIDENT AT LEMOYNE ON NOVEMBER 9, 1911—SIDE-SWIPE COLLISION ON CHICAGO & ALTON R. R.

CHICAGO, ILL., NOV. 14, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.:

Following your instructions of November 9th, given verbally, I visited LeMoyne, Ill., and made an investigation of the accident at that point which occurred Nov. 9, 1911, and find the following facts:

1. C. & A. R. R. scheduled northbound freight train No. 180, engine No. 345, Conductor Rabe, Engineer Bansau, Fireman Jesse, running on time and having passed LeMoyne interlocking plant at 5:35 a. m., collided with some cars being pushed onto the main line by C. & A. R. R. engine No. 70, the collision being what is called a "side-swipe."

2. The accident resulted in the overturning of the engine, No. 345, the destruction of some six freight cars, the death of Fireman Jesse, and minor injuries to Engineer Bansau.

3. The LeMoyne interlocker governs the grade crossing of the Belt Ry. of Chicago with the C. & A. R. R. and the A., T. & S. F. Ry. and in the north-west angle of the crossing of the first two roads named, there is a connection between the tracks of the two roads, the switch of this connection on the C. & A. R. R. being located about 200 feet north of the back-up derail in the C. & A. R. R. northbound main.

4. This switch is not interlocked, as it lies outside the back-up derail.

5. The yard limits of the C. & A. R. R. begins about a quarter of a mile south of the place of the accident and extends into Chicago. The scheduled speed of train No. 180 at the place of the accident and north into Brighton Park yard is 12.2 miles per hour, a reasonable speed under such conditions.

6. The crew of engine No. 70 had gone onto the tracks of the Belt Ry. of Chicago and were pushing a number of cars ahead of engine No. 70. Owing to the injuries to the crew of engine No. 345, it is not known exactly how the accident occurred, but it is presumed that engine No. 70 and its cars came to a stop as they approached the main line switch on the C. & A. R. R.,

engine No. 70 and its train being on this connecting track in the northwest crossing. Very evidently the crew or some member of it with engine No. 70 opened this main line switch and signaled the engineer of train No. 70 to come ahead, just as train No. 180 approached this switch, and the collision resulted.

7. The officials of the C. & A. R. R. in their partial investigation discovered that the crew of engine No. 70, a switch engine, had not put out a flag, notwithstanding they were going onto the northbound main on the time train No. 180 was due, and at a time when train No. 180 must have been in plain view only a very short distance away.

8. The yard limit rules permit a switch engine to go on the main tracks within yard limits on the time of all trains except passenger trains and without orders, and that all classes of freight trains, whether scheduled or not, are supposed to keep their trains under control and their crews are generally held responsible for all accidents that occur within yard limits, but these rules do not in any way relieve the crew from taking every precaution for the safety of operation.

9. I attribute the accident principally to the crew with engine No. 70 because they knew they were going onto the main line when a scheduled train was due, and when the train must have been visible if they had taken the trouble to look to see whether train No. 180 was coming. The weather conditions and the time of day were not such as to prevent their seeing train No. 180.

Yours very truly,

[Signed] W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT AT TWENTY-SECOND AND SANGAMON STREETS. CHICAGO, ON NOVEMBER 14, 1911, COLLISION BETWEEN CHICAGO, BURLINGTON & QUINCY R. R. AND CHICAGO CITY RY.

CHICAGO, ILL., Nov. 16, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.:

Following your instructions of November 14th, I visited Twenty-second and Sangamon streets, Chicago, Ill., today and made an investigation of the accident at that point, which occurred Nov. 12, 1911, at the grade crossing of the Chicago, Burlington & Quincy R. R. with the Chicago City Railways and find the following facts:

1. At 4:55 p. m., Nov. 12, 1911, the crew of switch engine No. 1420, C. B. & Q. R. R., made a drop of two cars of freight and these two cars had just started to cross the 22d street tracks of the Chicago City Railways when struck by C. C. Ry's. car No. 2611, west bound. The south end of the south car of the two cars on the C. B. & Q. R. R. was struck by the street car and derailed, the front of the street car was demolished and the motorman so seriously injured that he died a few days later.

2. The switch engine was in charge of Engineer F. E. Ferris and the conductor of the railroad crew was T. J. Coyle. The motorman of the street car was H. Feddersen, the only man of either crew to receive serious injuries.

3. In this vicinity, the C. B. & Q. R. R. occupies Sangamon street with quite a net work of tracks, and at Twenty-second street there are five tracks of this company crossing the street car tracks in Twenty-second street. Some of these tracks of the C. B. & Q. R. R. are on quite sharp curves.

4. The distance from the most easterly crossing frog to the most westerly crossing frog, along Twenty-second street, is about 300 feet.

5. Traffic on 22d street is protected by three gates, operated by a man in a tower on the north side of 22d street and west of the C. B. & Q. R. R. switch tracks, none of the railroad tracks in this vicinity being main line tracks. Two of these gates are placed for protection when movements of

trains are taking place on the two most westerly C. B. & Q. R. R. tracks, these two tracks running along the center line of Sangamon street and being fairly straight, and there being a gate across 22d street immediately north and immediately south of these two tracks. The third gate is east of the other three railroad tracks, all of which are east of the two first named gates. These three tracks are the curved ones and east of them on the north side of 22d street is a building which hides the view to a considerable extent on both railroad and street car tracks.

6. The crew of engine No. 1420 started to make the run for the flying switch at 21st street, about 500 feet north of 22d street and the engine ran down the second track from the west and came to a stop about 100 feet from 22d street, not crossing the street at all. The two cars went down towards 22d street on the second track from the east, and were moving at a very low speed when struck by the street car.

7. The gateman when he saw the engine and two cars approaching, not knowing anything about the flying switch to be made, let down the two westerly gates which protected street traffic from any movements on the track on which he saw the engine coming towards him. He did not let the third or east gate down, but started to look after a lamp in the tower.

8. The street car came up to the crossing and stopped, the motorman got off and went ahead to the first track and signalled the motorman ahead. The testimony of eye witnesses and the railroad crew is that they saw the street car coming at low speed when it was still from 75 feet to 100 feet away from the point where the collision occurred, and that the conductor and a brakeman who were on top of the two cars and at the brakes commenced to call to the motorman to stop his car.

9. From the information gathered by the superintendent of the C. B. & Q. R. R., at their investigation, it seems as though the motorman of the street car and the conductor and the brakeman on the two freight cars all became excited and did not make very good use of the means at hand to prevent the collision. With his emergency air brake, the motorman should have been able to stop his car in time to prevent the accident, and it is said that the two cars on the railroad, moving only under their own impetus, were moving so slowly that they could have easily been stopped before they reached the street car crossing.

10. I have not been able to learn the name of the conductor of the street car, but to him a great deal of the blame for the accident can be attributed, for he signalled his car ahead when a train was approaching, without going far enough onto the crossing to see that everything was clear.

The towerman also is somewhat to blame for not keeping on the lookout when a train or cars were approaching, and he should have had the third gate down and prevented the accident. Looking at it from another standpoint the railroad crew also are responsible for they were making a drop and at such a dangerous place should have had a flagman out on 22d street, as this was too dangerous a place to so handle cars without some protection.

11. Paragraph 12, of the Act of March 31, 1874, in relation to fencing and operating railroads defines the precautions to be taken by train crews at grade crossings, but I do not know whether it applies in a case such as this where one of the lines is a street car line.

If it does apply, the crew of the switch engine certainly failed to obey the provision of the statutes requiring them to see that the way is clear.

It is not disputed that they did stop within 800 feet, but they did start up when 500 feet from the crossing and without any investigation as to the safety of proceeding.

12. If this law does not apply to these crossings, then the C. B. & Q. R. R. should take some steps to prevent their crews from making flying switches without having first sent a flagman ahead.

13. The accident was avoidable, but it is only one of a good many which happen under similar circumstances. From my observations they are principally due to the lack of the most ordinary precautions, careless-

ness in following the rules and laws which apply to such crossings, and where there are gates, and to an unsafe dependence on gates, to show whether the crossing is clear.

Yours very truly,
[Signed] W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT AT CLINTON ON NOV. 4, 1911, ON ILLINOIS CENTRAL R. R.

Chicago, Ill., Nov. 15, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions of Nov. 4th, I visited Clinton, Ill., the same day and made an investigation of the accident near that point, which occurred Nov. 3, 1911 on the Illinois Central R. R., and find the following facts:

1. I. C. R. R. local freight train No. 196, north bound, engine No. 741, was crossing the Salt Creek bridge, bridge No. 769-90, three miles south of Clinton, Ill., on what is called old main line of the I. C. R. R., when part of the temporary pile bridge gave away, the engine and two box cars fell through the bridge, and four men were killed, viz:

Harry Emmet, engineer.

A. Crum, fireman.

H. S. Grissom, head brakeman.

E. A. Metzger, student fireman.

The accident occurred at 4:20 p. m., November 3, 1911.

2. Bridge No. 769-90 formerly was a deck truss structure on stone piers and abutments, and at the present time it is being replaced with 5-90 foot span deck plate girder spans on concrete piers and abutments.

3. While the new piers were being built traffic was conducted over a pile trestle in the same location as the old bridge and the new bridge being constructed. The pile trestle was driven about a year and a half ago, all new timber was put in it at that time. The maximum span length of the pile trestle is fourteen feet, and the height from ground to top of rail averaged fifty feet. The stringers were 6-7"x16", 28 feet long, breaking joints at each bent. All the caps were twelve by twelve material, and the piling were long leaf yellow pine, 10" to 12" in diameter where they entered the ground after being driven and from 14" to 16" at the butts. The line struts and diagonal bracing were 3"x10" material. All the timber in the parts of the bridge still standing after the accident, and all the broken pieces in the spans which failed seems to have been sound timber and none of it old. In fact I would class all the timber as having been as good as new at the time of the accident.

4. At the time of the accident the southerly two spans of the new deck plate girder bridge had been erected and were in service. On the middle span of the new bridge, the piling had all been sawn off at a point eight feet below the top of the piling, new caps put on at that point and on top of this framed pony bents of new 12"x12" material constructed. These pony bents were braced each way from their tops with 3"x10" material.

5. The original pile bridge had two rows of line struts, one about four feet below the top of the piling and the other about twenty feet lower. The new pony bents made a change necessary, and the top line struts were placed about three feet below the new top of pile, the lower line struts being left as they were.

6. There were two line of the diagonal braces between bents on the pile structure as first driven, and probably only two when the pony bents were installed, though it is possible that there were three altogether. In other words there were braces each way from every pony bent and one set and possibly two sets of braces each way from every other pile bent under the pony bents.

7. There were from five to seven piles in each bent, but the actual number in the bents that failed is not known. The piling when driven penetrated from ten to fifteen feet.

8. On April 27, 1911, a bulletin was posted restricting the speed of all trains across this bridge to four miles per hour. The operating department stationed day and night watchmen at the bridge to see that this speed was not exceeded. These watchmen went across and examined the bridge after each train. During the day time while the construction was in progress, the foreman of construction went over the bridge after each train had crossed it.

9. The foreman went over the bridge twenty minutes before the accident, after another train had passed over it, and says he found no indication that the bridge was weak in any way.

10. There are fairly heavy descending grades each way towards the bridge, and it is possible that many trains had to brake while crossing to keep within the speed limit. This train which was concerned in the accident had 27 loads and two empties, a rather small train.

11. The testimony is that this train while crossing the bridge was going at a very low speed, and this is in part borne out by the fact that the student fireman, who was working on a work train at the bridge, had gotten on the engine of train No. 196 at the south end of the bridge.

12. Whether there was a slight derailment of the train on the bridge will probably never be ascertained, nor is it likely that the true cause of the failure will ever be known. The four spans demolished failed so completely and the timber was so broken up and crushed that the only evidence it could give was that the timber was comparatively new.

13. Lacking any direct evidence of the cause, the only way a probable cause can be ascertained is in the method of construction. The placing of the pony bents on top of the pile bridges made at each bent what is termed a rolling joint. Such a bridge must be most carefully braced to be safe, and the framed pony bent must be particularly well braced to prevent rolling motion of the pony bent on top of the pile bent. In this case the braces of the pony bents went from the top of the pony bents to the piling on the next span, instead of the bottom of the adjacent pony bent, on each side. There was no stiff strut from the bottom of each pony bent to the bottom of pony bents next on each side. There were 3"x10" struts from top of piling of each bent to the top of piling of the bents on each side. The diagonals should have been in three tiers, at least, and they should have been arranged so that they would be in tension only, or at least in such a manner that whenever a diagonal was in compression, there should be another diagonal to take the same stresses in tension. The arrangement of bracing on this bridge, made it extremely probable that some of the 3"x10" diagonals on the pile bents were in compression a part of the time. The line struts were all 3"x10" material, whereas they are usually 6"x10" in size, and there should have been at least one more line strut on each side of the bridge. The fact that the line struts were actually 3"x10" material would indicate that the bracing was meant to take tension only.

14. I attribute the failure of the bridge to the fact that there was not sufficient bracing or line struts, and to the fact that the line struts were not sufficiently heavy to take the stress they were under, and to the fact that what bracing was used on the structure was not properly placed. I believe the accident could have been prevented by a proper method of bracing the bents.

15. I recommend to the commission that some action be taken to have the trestle properly braced pending the completion of the steel structure. Under the conditions that existed immediately after the wreck, if the spans which failed are rebuilt as they were before the accident, a repetition of the accident is certainly possible.

16. Since this report was started, it has been discovered by the officials of the I. C. R. R. that the foreman in charge of the work on this bridge had not followed the false work plan in the second stage of the work on the most northerly bent of those that failed. At this point there were two bents only four feet apart, and instead of placing a pony bent on top of

this bent, two of the four frame posts of the bent, which rested on top of one of the old piers, was removed, and it is suspected that these two posts were improperly braced.

17. While this information just received seems to give the real cause of the failure of the bridge, it does not relieve the impression that the whole pile structure is and was a weak structure.

18. It may be claimed that the bridge, having safely carried the traffic for over a year and a half, was safe and would have been safe if the false work plan had been followed. The requisites for a safe structure demand that the structure be safe under all conditions of train operation, except reckless speed, which had been guarded against by bulletin and watchmen, but it is possible that some condition of operation arose when this train passed over the bridge such as never had previously arisen. That there are heavy descending grades towards the bridge in both directions had previously been noted. To reduce the speed of this particular train to safety, it may have been necessary for the engineer to brake on the bridge, or he may have opened up to gain speed for the ascending grade ahead, or it is barely possible that he had a derailment due to a dragging brake beam, so as to give the structure an unusual shock, all being conditions that might never previously have occurred.

19. Whatever is accepted as the cause of the failure of the bridge, the belief is still held that the structure was and is unsafe through lack of proper bracing, and that this remedy should be remedied.

20. It is respectfully suggested to the commission that the Illinois Central R. R. Co. should be compelled to strengthen this temporary structure or to show that it is now safe.

Yours very truly,

[Signed] W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT AT PEORIA ON NOVEMBER 23, 1911, ON CROSSING BETWEEN THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

Peoria, Ill., Nov. 24, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions of this date I visited Peoria and made an investigation of the accident at that point, which occurred at 10:15 p. m., Nov. 23, 1911 on the C. R. I & P. R. R. and find the following facts. This was a grade crossing accident between train No. 288 a local freight running between Silvis and Peoria and street car No. 815 of the Peoria Railway Company and occurred at the point on North Adams st., within the city limits of Peoria where these lines cross. At the hours of the accident neither company maintained a flagman or gateman at this crossing but the rules of the street railway are that the motorman must bring his car to a full stop and not proceed forward until he receives a signal from the conductor to come forward. On this occasion the motorman did not stop and at this time no one is able to explain why he failed to obey the rules. He was a man of only a few weeks experience and as it was very windy and stormy that night it maybe that he was either misled or misjudged the location of the crossing. The engineer drawing the freight states that his speed was about fifteen miles per hour as he approached the crossing and I observe that the physical conditions are such that he must be within about sixty (60) feet of the street railway before he can have a clear and unobstructed view of the line. Also the grade of the steam line is descending at this point which adds to the liability of an accident of this character. During the day time a flagman is kept at this crossing but in my judgment it is unsafe for a train to pass this busy thoroughfare at any time at a high rate of speed. Engineer W. G. Night of the Rock Island Line is a man of about twelve years experience running an engine and at the time of accident had been

on duty fourteen hours and forty-five minutes. In addition to motorman Geo. Berkheimer whose injuries may prove fatal, twelve others were slightly injured.

Yours truly,

A. R. LAYMAN,
Safety Appliance Inspector.

ACCIDENT AT BURNSIDE ON NOV. 11, 1912 ON CROSSING BETWEEN ILLINOIS
CENTRAL R. R. AND CHICAGO & WESTERN INDIANA R. R.

Chicago, Ill., Nov. 27, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions of November 13th, I visited Burnside at 95th st. in Chicago on November 14th and made an investigation of the accident at that point, which occurred about 8:30 p. m. on Saturday, November 11th, and find the following facts:

1. At this point two main tracks of the Chicago, Rock Island & Pacific Ry Co., and four main tracks of the Chicago and Western Indiana R. R. Co., are crossed at grade by six main tracks of the Illinois Central R. R. Co. These crossings are equipped with a mechanical interlocking plant.

2. While a freight train on the tracks of the Chicago, & Western Indiana R. R. Co. was pulling over the crossing, Illinois Central switch engine No. 105, northbound, in track 1 jumped the derail and collided with a car in the train of the Chicago & Western Indiana R. R. Co. at about 8:30 p. m., Saturday, November 11th. This car with another adjacent to it was loaded with long steel bars. One of the cars in this train was destroyed and the other one badly damaged.

3. Illinois Central switch engine No. 105 had been in service all day Saturday and run in on the usual track for the night in Burnside yard at about 6:35 p. m. The yardmaster informed me that at the time of the inspection of this engine, after the cinders had been drawn out and engine properly located on the track to which it was assigned, the reverse lever was in the center and the throttle closed. The engine started from a point about 1700 feet south of the crossing. The Illinois Central R. R. Co. have no idea who was responsible for the movement of this engine, which attained a rate of speed at about 35 miles per hour when it collided with the freight train. No one was seen on the engine and the supposition is that some one with a malicious purpose in view was responsible for the movement of this switch engine.

4. This switch engine ran north in track No. 1 which is a back-up movement in a suburban main track and consequently the derail from the fouling point is a less distance than derails located in a track for trains operating in the going direction. This derail was of the Hayes type located about 250 feet from the crossing on which the collision occurred, as indicated on map hereto attached.

5. At the rate of speed under which the engine was moving, the impact broke off a portion of the derail. The engine passed over the remaining portion of it without becoming derailed. Derails of this type are not expected to serve the purpose, except in connection with slow speed movements. It may seem a difficult matter to discriminate between what would be considered a slow speed movement in which derails of this type would be considered safe, and higher speed movements where this type of derails would be considered unsafe.

It is not desirable nor is it intended to use derails of this type in connection with high speed movements, but under normal conditions this type of derail was considered sufficiently reliable to serve for the purpose intended. In connection with the use of this type of derail it is somewhat difficult to determine the line of demarcation between low speed and high speed movements, because character and condition of engines and cars are important factor. Generally speaking, back-up movements in main track,

and switching movements are considered low speed movements. However, further inquiry will be instituted with a view of ascertaining whether it is advisable to restrict the use of this type of derail.

Respectfully submitted,

F. G. EWALD,

Consulting Engineer.

ACCIDENT NEAR ROCHELLE ON NOV. 29, 1911, BOILER EXPLOSION ON CHICAGO & NORTHWESTERN RAILWAY.

November 29, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.

On Wednesday morning, Nov. 29, 1911, I received a telegram from Mr. W. D. Cantillion, general manager of the Chicago & Northwestern Railway Co., (attached hereto and made a part of this record) at 3:10 a. m., engine No. 1465 hauling train No. 132 blew up near Rochelle, Ill., probably fatally injuring the engineer and seriously injuring the fireman and brakeman. After consultation with yourself, I left Springfield the same night to make inquiry as to the extent of the accident and its probable cause.

I went to the general offices of the Chicago & Northwestern Ry. Co. at about nine o'clock a. m., Thursday November 30th, and ascertained that the engine No. 1465 had been brought to the West 40th st. shops during the night and immediately I went to that point and met Mr. R. Quayle, superintendent motive power and machinery and his assistant, Mr. H. T. Bentley, also Mr. H. Morris, master mechanic, all of whom extended every courtesy in furnishing information regarding the accident.

I found that engine No. 1465 was hauling train No. 132 east bound on the Galena division, C. & N. W. Ry. This was a stock train consisting of forty-four (44) cars loaded with live stock with a total tonnage of 1325 tons. This engine is a class "Z" engine with a rating of 2175 tons of dead freight. This train No. 132 was in charge of Conductor Adams, and engineer, W. Mills, brakeman F. J. Kelley and fireman Walter Dwyer. At a point about one and one-half miles east of Rochelle on the grade towards Creston, which is the ruling grade east bound on this division, a portion of the crown sheet of the fire box, was blown down in an inverted position, 175 of the stay bolts being pulled through leaving oval instead of round holes and the ends of these stay bolts plainly showing that the crown sheet had become overheated. This crow sheet has 350 radial stay bolts. The statement of the fireman is that a short time before the accident, the water glass showed a half a glass full of water and a few minutes later the water had dissappeared. He started to put on the injector and while doing so the engineer started to put in a fire. At this time the crown sheet gave way and the steam escaped into the cab of the engine scalding the engineer, fireman and brakeman. It is quite probable that had not the fire door been open, no one would have been injured. No part of the engine or train was derailed or otherwise injured and the track was cleared for traffic within one hour and thirty minutes from the time of the accident.

Engine No. 1465 is known as a consolidation engine 25 inch cylinder by 32 inch stroke, was built by the American Locomotive works at Schenectady, New York and had been in service about two years and had 199 new flues put in last year. The water guages and glass guage also the injectors were working all right and are frequently inspected.

The probable cause of the accident from all appearances, was lack of water over the crown sheet.

A blue print of the boiler and fire box is attached for your information.

Respectfully yours,

[Signed] WM. KILPATRICK

Secretary.

ACCIDENT AT GRANTSBURG ON DECEMBER 24, 1911, HEAD-ON COLLISION ON
ILLINOIS CENTRAL R. R.

East St. Louis, Ill., Jan. 15, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions of Jan. 13th I called on Mr. J. F. Porterfield, superintendent of the St. Louis division of the Illinois Central R. R. in regard to the accident, which occurred near Grantsburg in Johnson County, Dec. 24, 1911, and learned the following:

This was a head-on collision between extra freight engine No. 467 north and extra freight train engine No. 443 south, brought about by the train dispatcher having two opposing extra trains moving on single track without providing a meeting point.

Extra south engine No. 443 left Carbondale at about 3:20 a. m. with the following movement order:

"Engine 443 run extra Carbondale to Brookport meet extra 830 north at Carbondale and extra 343 north at Metropolis."

This crew also received the following order:

Order No. 110.

"Engine No. 467 will run extra, leaving Brookport on Sunday, December 24th as follows, with right over extra trains south, except two extras 343 and 443 south.

Leave

Brookport, seven one (7:01 a. m.)

Grantsburg, eight five (8:05 a. m.)

Marion, ten thirty (10:30 a. m.)

Arrive

Cartersville, ten fifty-five (10:55 a. m.)

Extra 343 arrived at Brookport at 6:30 a. m. and at about 7:10 a. m. extra 467 north left Brookport moving on order No. 110 which read as follows:

Order No. 110.

"Engine No. 467 will run extra leaving Brookport on Sunday, December 24th as follows, with right over extra trains south.

Leave

Brookport, seven one (7:01 a. m.)

Grantsburg, eight five (8:05 a. m.)

Marion ten thirty (10:30 a. m.)

Arrive

Cartersville, ten fifty-five (10:55 a. m.)

You will note the difference in the wording of order No. 110 was that the words "except two extras 343 and 443 south" were a part of order No. 110 held by crew of extra 443 south but were omitted on the same order held by crew of No. 467 north.

Under the rules, the orders issued to these crews gave each the right to proceed and also gave each the right of track over the other.

The dispatcher was Mr. G. L. Tooley, a young man of exemplary habits with seven years experience as a telegrapher and five years a dispatcher on this division. His general service as a railroad man was good and he was considered by his employers, a first class dispatcher. At the time of accident he had been on duty about seven (7) hours, preceded by a period of sixteen (16) hours off duty.

Why this error, that brought the accident, can hardly be explained and far more difficult is a remedy that will eliminate such in the future. This like many other accidents in hazardous occupations must be charged to the fallibility of the human mind, an element which is a potent factor in accident causes and one that cannot be eliminated under any conceivable system.

A dense fog prevailing at the time obstructed the view of both engineers and thus contributed in a large degree to the accident.

H. B. Zellers, engineer of extra 467 north and S. E. Young, fireman of extra 443 south were fatally injured, engineer James Biggs, fireman A. C. McNier and brakeman H. H. Flynn, G. Ogden and F. D. Geardon were slightly injured. Mr. Tooley, the dispatcher was dismissed from the service of the company.

Respectfully submitted,

A. R. LAYMAN.

Safety Appliance Inspector.

ACCIDENT AT LASALLE STREET STATION, CHICAGO, ON JAN. 11, 1912, BETWEEN
CHICAGO & EASTERN ILLINOIS R. R. AND LAKE SHORE & MICHIGAN
SOUTHERN RY.

Chicago, Ill., Jan. 22, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions of January 12th, I made an investigation of the accident which occurred on January 11th on the L. S. & M. S. Ry. at Chicago, and find the following facts:

1. Chicago & Eastern Illinois passenger train, empty, engine No. 333, engineer G. H. Moore, pilot J. R. Finnell, while backing out, over track No. 15 in the LaSalle st. terminal depot yard of the Lake Shore & Michigan Southern Ry. Co., collided with L. S. & M. S. Ry. passenger train No. 25, inbound, engines No. 4895 and 4856, engineers L. R. Miller and F. E. Smith, conductor S. J. Guyer.

2. The rear car of the C. & E. I. R. R. train struck the first engine No. 25 while the two trains were coming towards each other at low speed.

3. The accident occurred at 11:33 a. m., Jan. 11, 1912, at a point just south of Polk st., only a few hundred feet south of the LaSalle st. depot train shed.

4. L. S. & M. S. Ry. passenger train, at the time of the accident was approaching the LaSalle Street depot and was passing from the north bound main track to depot track 11, through a double slip switch, and the switches were lifted up and the signals cleared for movement.

5. The C. & E. I. train was backing out on depot track No. 15, and passed two signals at "danger," and ran through another switch before colliding with train No. 25.

6. The accident was due, primarily, to the failure of the air brake apparatus to work, when the pilot of the C. & E. I. train tried to stop the train for the first of the two signals he passed.

7. The switches are handled by an interlocking plant, equipped with detector bars, but with no derails.

8. The failure of the air brakes cannot be accounted for by the superintendent of either road. The pilot who has charge of the train and actually in control of it, also, had tested the air on the train, had seen that the brakes were working, had an air guage on his tail hose, had found an air pressure of 85 pounds, and then gave his engineer the signal to back up, pulling the signal for this purpose.

9. The pilot, whom the C. & E. I. R. R. superintendent declares to be a careful man, and one specially chosen for this work on account of his carefulness, knew that the signals were against him and only intended to back his train up to the first signal. The weather was very cold, the temperature being in the vicinity of zero, and the pilot's intention in starting to back the train out of the depot was that he might try out the brakes while the train was running at slow speed, with no thought of taking the train beyond the first signal set against the movement.

10. As he neared the signal, he tried to apply the air through the valve on the tailhose, but the airbrake mechanism failed to work, and the brakes were not set. He then tried to signal the engineer, through the signal cord, and found that this too failed to stop the train. He then got off to one side of the train, hoping to stop the train by hand signals to the engineers, and a switchman of the L. S. & M. S. Ry., who was alongside this train, also

tried to get the engineer's attention, but both failed in this as the engineer had his window closed and was depending on the signals given by air in the cab.

11. Train No. 25 was so close to the station that the passengers had risen from their seats and were standing in the aisles and on the platforms of the cars. Quite a number were thrown to the floor by the shock of the collision and some twenty were bruised and a few cut by broken glass in the car vestibules. The engines and car were not derailed and there were no serious injuries, fortunately.

12. In conclusion, I would say that the accident seems to have been unavoidable as far as the trainmen were concerned, nor is there any evidence that they were careless or not attending to their duties. Every precaution seems to have been taken to see that the airbrakes were in working order, and the fact that the engineer had received the back up signal, given by the signal cord, shows that this part of the apparatus was in working order when the train first started to back up. After the accident, it was found that air hose between the two last cars had burst, but it is not known when this occurred, nor how much it had to do with the accident. It might have burst through freezing just before the accident, or through the same causes just after the accident. The weather was very severe, and freezing in the air pipes is probably the best solution, lacking any other known reason.

13. With respect to the interlocking plant, this plant has never been passed upon by the commission, presumably because this may not be classed as a junction or crossing under the law. The situation is that of four tracks spreading out in the terminal yard to sixteen tracks, with many switches and many conflicting routes. If there had been derails installed, as required where the commission assumes jurisdiction, the collision would have been averted. From personal observations, I have always thought that traffic was well handled in this district, the trains seem to be carefully handled as they should be where the traffic is as dense as it is here. I cannot attribute the blame to carelessness in either the way the train was handled nor to any operating deficiencies.

Very respectfully yours,

W. A. VANHOOK,
Assistant Engineer.

ACCIDENT AT SPRINGFIELD ON JAN. 11, 1912, A COLLISION BETWEEN CHICAGO & ALTON R. R. AND SPRINGFIELD CONSOLIDATED RY.

No. 1164.

Railroad and Warehouse Commission
v.
Springfield Consolidated Railway Co.
Chicago & Alton Railroad Co.

In the matter of the investigation of collision between street car and Chicago & Alton "Limited," at 5th and Rafter streets, Springfield, Ill., Jan. 11, 1912.

Findings of the Commission.

On Jan. 11, 1912, the Alton limited due in Springfield at 4:30 p. m., running a couple of hours late, struck a street car belonging to the Springfield Consolidated Railway Company, at the crossing between said roads at 5th and Rafter streets, Springfield, Ill., about six o'clock p. m.

The evidence at the investigation shows that the street railway was in bad condition, being clogged with snow and ice, and that the company had had more or less trouble during the day with power.

The evidence shows further that the street car was in proper condition so far as all its safety appliances were concerned, but that on account of ice and snow, the witnesses testified that it was impossible to move the car very fast, and that frequently they would lose their power entirely. The motorman testified that the snow was blowing to such an extent that he could not see anything up the railroad track.

It also appears from the testimony that this crossing is protected by gates, but at this time the gates were not operated in any way.

The evidence also shows that these gates are frequently not operated; no reason is given in the testimony why these gates should not have been operated at this time.

The engineer of the Chicago & Alton train testified as follows:

"I got up within about fifty feet of this crossing and I saw this car coming and it was not going at an excessive rate of speed, but I knew at the speed he was going he was not going to be able to stop, so I brought my train to a stop as soon as I could, which was within a hundred feet, and he hit the mail car about middle ways of the car."

Taking the testimony all together it indicates that the weather was of such character as to make it difficult to see in any direction, and it is charitable at least, to say that none of the persons connected with the accident were willfully negligent of their duty, yet there are some matters we desire to call especial attention to.

First: That the gates of the Chicago & Alton Railroad Company were not working and did not work; had they been properly operated, this accident would not have occurred. It is exceedingly unfortunate to have a crossing protected by gates unless they are operated carefully and promptly, as the people rely upon them, and if they are not operated it would be better for the community if there were no gates there at all, and to the extent of not operating these gates properly, the Chicago & Alton Railroad Company is at fault in this matter, and the commission calls especial attention to the fact that these gates should be operated properly and we will expect this to be done.

Second: The record shows that the motorman on the street car went from the Chicago & Alton Railroad as brakeman to the Freeport electric cars as motorman, and to the following questions, he made the following answers:

"Q.—How long did you work on there before you had charge of a car?

A.—At Freeport?

Q.—Yes.

A.—I was breaking in about two days.

Q.—Breaking in?

A.—Yes.

Q.—They gave you two days education?

The evidence further shows that this motorman worked there about six months and then came to Springfield and took a position as motorman.

The evidence further shows Joseph Bloyd, the conductor, had been conductor only one day on this car; that had been in the employ of the company about six weeks, and that his first employment was on this road, learning and breaking as a conductor. He further states that he had taken charge of a car and was made conductor after he had been working about eight or nine days, and that he had had no experience whatever with electric cars prior to that time. It is not strange that accidents occur under these conditions. It is only a wonder that many more serious accidents do not occur. From the appearance of this conductor he is a man of more than average intelligence, and if we may judge from his testimony, he did the very best he knew how, but it is utterly impossible for a man to learn to properly take charge of a car and properly operate it, especially in case of emergency, in such a short time, and the commission feels that public service corporations, taking into their hands the lives of the public, should see to it that only experienced men are put in charge of transportation. We cannot conceive of any more important position than of conductor on a railroad train or street car, and we would not think of putting men in charge of any other

business, of so important a matter without any experience, and while in this case there were no lives lost, yet that is a matter of good fortune, rather than care, and we most earnestly call attention of the street railway companies to the fact that the commission considers it carelessness to place in charge of transportation wholly inexperienced men, and trust that greater care will be taken in the future in relation to training men before giving them charge of the transportation of human lives.

Dated at Springfield, Ill., this 24th day of April, 1912.

[Signed] O. F. BERRY, *Chairman*.

ACCIDENT AT KINMUNDY, ON JAN. 22, 1912, REAR-END COLLISION ON ILLINOIS CENTRAL R. R.

Chicago, Ill., Feb. 14, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions of Jan. 22, 1912, transmitted from the Springfield office over the long-distance phone, I made an investigation of the train accident which occurred on the line of the Illinois Central Railroad Company at Kinmundy on the morning of Jan. 22, 1912, at about 12:30 a. m. In communicating with the Illinois Central Railroad Company I was advised that a public investigation would be conducted at Champaign by the board of inquiry. I was invited to sit in this investigation as a representative of the Railroad and Warehouse Commission which I accepted. This board of inquiry consisted of:

Mr. W. L. Park, vice-president and general manager, Illinois Central Railroad Co.

Mr. R. W. Baxter, general superintendent northern lines, Illinois Central Railroad Co.

Mr. H. Battisfore, superintendent Illinois division, Illinois Central R. R. Co.

Mr. J. B. Berry, chief engineer, C. R. I. & P. Ry. Co.

Prof. W. M. F. Goss, dean of college of engineering, University of Illinois.

Mr. G. L. Pittinger, Centralia, Ill.

I viewed the location of the accident at Kinmundy on the morning of January 23d and as a result of the investigation held in the Beardsley hotel on the afternoon of the same day, I beg to submit the following:

I submit herewith the following exhibits:

Exhibit "A"—Copy of testimony taken by the board of inquiry.

Exhibit "B"—Copy of report submitted by the board of inquiry.

Exhibit "C"—Profile of the line of the I. C. R. R. north and south of Kinmundy showing sundry data.

Exhibit "D"—Official time table No. 137 of the I. C. R. R.

Exhibit "E"—Statements showing (a) number of miles of automatic block signals in service, (b) number of miles of staff block signals in service, (c) number of miles of automatic signals authorized for construction, and (d) estimated cost of block signals in service and authorized.

Exhibit "F"—Copy of safety bulletin issued Jan. 1912.

Exhibit "G"—Copy of evidence taken at the coroner's inquest held in Centralia, Jan. 22 and 26, 1912.

Exhibits "H"—Photographs of the wreck.

2. Passenger train No. 25 south bound had come to a stop a short distance north of Kinmundy station for the purpose of taking water and while standing there for this purpose was run into from the rear by passenger train No. 3. As a result of this collision four passengers were killed and three employees injured, as follows:

Killed—James T. Harahan, former vice-president of the Illinois Central R. R.

F. O. Melchor, second vice-president, C. R. I. & P. Ry. Co.

E. B. Pierce, general solicitor, C. R. I. & P. Ry. Co.

E. E. Wright, Memphis, Tenn.

Injured—C. N. Gert, fireman train No. 3.

Robert E. Stuart, engineer train No. 3.

J. Gilbert, fireman train No. 25.

3. Train No. 25 is known as the New Orleans Express and forms a coach section of train No. 3 following it. The equipment of these two trains was made up as follows:

Train No. 25—Engine No. 2012. Weight, 149,700 pounds.

Postal car No. 76, steel.

Baggage car No. 684, steel.

Compartment coach No. 3117, steel.

Coach No. 2126, steel.

Coach No. 2122, steel.

C. R. I. & P. private car No. 1902, wood.

Total weight of train, 1,135,600 pounds.

Train No. 3—Engine No. 1079. Weight 245,500 pounds.

Baggage car No. 677, steel.

Pullman car "Juno" wood.

Dining car No. 3063, wood.

Sleeping car "Mignon" wood.

Sleeping car "Rochester" wood.

Sleeping car "Camillo," wood.

Sleeping car "Bezard," wood.

Observation smoker No. 3853, steel.

Total weight of train, 1,497,160 pounds.

4. The persons killed were all asleep in the Rock Island private car which was attached to the rear end of train No. 25. The total length of this car was 71 feet over end sills. The engine of train No. 3 penetrated the private car for a distance of about 38 feet. The condition of the right hand side of this car together with that of the engines of No. 3 indicated that the engine swerved somewhat to the right as it tore through the car, and which happened to be on the side of the car where the sleeping compartments were located. Asleep in the front end of the car were Mr. T. S. Busby, an attorney for the Rock Island Road, Mr. Byron Curry, secretary to Mr. Melchor and two porters. Neither of these four persons, as far as I was able to learn, was injured.

5. The steel car immediately ahead of the private car in train No. 25 was but very slightly damaged. The private car was practically destroyed. The damage to engine No. 1079 of train No. 3 I would estimate at about \$1,000.00.

6. Evidence submitted at the investigation proved that the night of the accident was clear with a temperature at about freezing. In order to ascertain whether there would be any difficulty in observing the tail lights of a train standing at Kimmundy under similar conditions, a special train was made up at Champaign and proceeded to Kimmundy at the completion of the investigation, the night of January 23rd. Arrangements had been made to have train No. 25 stop at Kimmundy while the special approached it from the rear. Apparently, weather conditions were practically the same as those obtaining the night before. Aboard the special were members of the board of inquiry, representatives of the Interstate Commerce Commission, employees of the Illinois Central R. R. Co., and myself. Being on the engine which pulled this special train for the purpose of ascertaining how far away the tail lights of train No. 25 could be observed, I found no difficulty in seeing them two miles away. It must be added, however, that no steam or smoke obscured the view.

7. Through Kimmundy, north of Kimmundy to Chicago and as far south as Centralia this main line of the Illinois Central R. R. Co., is equipped with a double track. Between Effingham and Kimmundy a distance of 29.74 miles there is but one light curve in the line and this is located a short distance north of Edgewood. Between Edgewood, the first night station north of Kimmundy there will be a distance of 11.31 miles at least where the road was on a tangent on which no physical obstruction would intervene with a reasonable distance of an object in advance. As indicated on the profile marked

Exhibit "C" there would be no difficulty in seeing the rear end of a train standing in the same position as No. 25 did at Kinmundy from an engine in the lowest depression of the roadway, a distance of over two miles northward.

8. On this part of the road no block signals are in use. Trains are operated by time card and train dispatchers orders under the time interval system. Unless otherwise directed, the rules of the company provide that trains in the same direction must be spaced ten minutes apart.

9. On account of the continued cold weather a bulletin had been issued and posted requiring all trains to stop and take water at Kinmundy. There also was a bulletin out requiring a reduction of speed through Kinmundy on account of the interlocking plant south of it. Engineer Stuart of train No. 3 testified that he never saw the water bulletin and therefore was not prepared to stop at Kinmundy for the purpose of taking water. But he stated that he had applied the train brakes after whistling for the station for the purpose of complying with the speed bulletin. Shortly thereafter when he reached within 5 or 6 hundred feet of the rear end of train No. 25 he discovered his proximity to this train and then applied the train brakes in the emergency.

There appears to be no question as to the leaving time of both trains at Effingham and that they were spaced ten minutes apart upon departure. Leaving Effingham No. 25 was thirty-four minutes late and No. 3 fourteen minutes late. Consulting the record of the departure of both trains from Edgewood and the arrival of both trains at Kinmundy as testified to from the train sheet by train dispatcher Granger, and as shown in tables A and B attached, it would indicate that train No. 25 which is scheduled to run at the rate of 47.7 miles per hour between these points actually ran at the rate of 57.7 miles per hour; and that train No. 3 scheduled at the rate of 50.5 miles per hour actually ran at the rate of 85.8 miles per hour. When we consider the testimony of the fireman of both trains that their engines were steaming badly, one may well question the probability of the actual running time as deduced from this record.

A perusal of the testimony given by the employees most intimately concerned would indicate a variation of four to five minutes at the time of the collision. When only a portion of the stations are open at night, which means unusually long distances between them, four or five minutes is a matter of great importance when trains are operated by the time interval system, especially when it is the aim to give but ten minutes leeway. As indicating the variation in the arrival and departure of trains table "A" is attached hereto. Table "B" also attached shows schedule and actual time made between certain stations.

The conductor of train No. 25 admitted he knew of the close proximity of train No. 3 and said he cautioned his flagman a short time after leaving Effingham regarding it. The flagman who was in the rear end of the next to the last car admits this, and yet he made no efforts to note from the rear end of the last car whether he could see train No. 3 approaching. Had he done so he could have seen the headlight of train No. 3 for several miles and made use of the fusee signals the company provide him with; nor did the conductor after cautioning the flagman make any further efforts to see to it that the flagman did his duty. According to the testimony of the crew of train No. 25 both the conductor and flagman got off the train about the time it came to a stop and as they did so saw No. 3 approaching; that they both proceeded to run toward the rear of the train during which time the flagman used his lantern to flag train No. 3; that his flag was answered by the engineer of train No. 3. The conductor testified that the flagman reached a point from 50 to 60 feet and the flagman testified that he reached a point about 200 feet beyond the rear end of train No. 25 when struck by train No. 3. Their testimony also indicated that their trains had stood there one to two minutes before being struck. The flagman being asked why he believed there was no necessity for using fusees after leaving Effingham, replied: "Nothing made me believe it, only trains should have been spaced ten minutes."

The engineer of train No. 3 also knew of the close proximity of train No. 25 because he had been flagged by the flagman of this train at Effingham and knew it left Effingham ten minutes ahead of him. But he seems to have depended upon the spacing system and not knowing of the bulletin which required all trains to take water at Kinmundy probably was not expecting to find No. 25 there. Reading the signals from the north as train No. 3 approached Kinmundy with train No. 25 standing there, and referring to these in consecutive order, were the distant signal of the interlocking plant on the right hand side of the southbound track which indicated caution; the tail lights of train No. 25; the train order signal at the station on the left hand side of the track; indicating clear the head light of an extra northbound freight train; the home signal of the interlocking plant on the right hand side of the southbound track indicating clear; and a back-up signal of the same interlocking plant on the right hand side of the northbound track, showing red.

The engineer of train No. 3 testified that he had his head out of the cab window watching the track in advance of him, whistled for the station about 600 feet north of the distant signal, noted the distant signal as showing clear, noted the home signal as showing clear and saw one red light which he took for the back-up signal above referred to. I think the testimony of the Kinmundy towerman can be relied upon when he said that he returned the distant signal to its normal position as soon as train No. 25 passed. He claims he always did this as soon as a train passed the distant signal, but this night as he explained there were special reasons for doing so. It is evident that train No. 3 was gaining on train No. 25 and it is possible that the engineer of train No. 3 saw the distant signal in the clear position while it was lined up for train No. 25, but it is improbable that it indicated clear when it passed it. It must also be borne in mind that the train order signal which indicated clear for train No. 25 must have been visible to the engineer of train No. 3.

The engineer of train No. 3 testified further that he never saw more than one red light which he concluded was the back-up signal of the interlocking plant about three thousand feet south of the point of collision, and that this red light he finally discovered to be the west tail light of train No. 25 when he reached a point within five to six hundred feet of the rear end of the train. He claims that the wind was blowing from the southwest during this particular night which caused the escaping steam from train No. 25 to obscure the view of one of the tail lights—the east one—apparently was uncontroverted.

As contained in Exhibit "B" the findings of the board of inquiry read: "In view of this, and other related testimony, the board of inquiry finds that the conductor and flagman of No. 25, who, knowing that No. 3 was following closely, were negligent in not using the means they had at hand in protecting their train.

The board also finds, from this and related testimony, that the engineer of No. 3 was negligent in not discovering earlier his proximity of train No. 25."

I agree with this conclusion except that I consider the conductor and flagman of train No. 25 much more to blame for this casualty than the engineer of train No. 3. I would not absolve the engineer of train No. 3 from negligence. Knowing that he was following No. 25 closely he should have been more careful. It is possible and probable that escaping steam did obscure the view of one of the tail lights of train No. 25 and at periods both of them may have been obscured. This evidence is corroborated to some extent by W. E. Rosenbaum, Traveling Engineer for the Illinois Central R. R. Co., who testified that he saw some steam escaping from the rear end of train No. 25 at Effingham. It is true that on the following night, under similar weather conditions, there was no difficulty in seeing the tail lights of train No. 25 from a special train which followed it into Kinmundy, but at this time there was no escaping steam or smoke to obscure the view. That escaping steam does at some times obscure the view of rear end of trains is true as noted by personal observation. The failure of the crew of

train No. 25 to display danger signals may have led the engineer of train No. 3 into the error of thinking the track ahead was clear. However, he should have exercised greater care and diligence.

Through the medium of (a) an educational bureau organized by the Illinois Central R. R. Co., for the benefit of its employees, (b) by carrying on efficiency tests between the period of July, 1910 and July, 1911 for the purpose of noting how well train employees observe and obey signal indications, (c) by means of a board of instruction which gave practical talks to all trainmen between July 1, 1911 and Sept. 12, 1911, it would seem that the present officers of the Illinois Central R. R. Co., are doing everything possible to give good train service and make it as safe as possible with the physical means at hand. But is this enough? Without appliances to assist the trainmen in keeping these trains apart at safe distances the hammer blows of practical talks must continually be impressed upon their minds to the end that all rules must be diligently carried out. There are some rules if so carried out—like rule No. 99 for instance—may cause delay to trains, but generally speaking strict observance of these rules is the only safe way. If I were to make any recommendations with respect to safety it would be:

1. All bulletins which in any way affect the safe operation of trains, directly or indirectly, should be issued and handed to the conductor and engineer for each and every trip.

2. The flagman of train No. 25 being asked where his place was on the train under the rules of the company, replied: "Rear end of forward car." Having in mind that there was a private car on the rear end of this train I infer to answer to mean, rear end of car next to the private car. He also replied to the question that had he been in the rear end of the last car (the private car) he would have seen the headlight of train No. 3 much sooner and undoubtedly taken precautions to signal it. However, he admitted that there was no reason why he should not have ridden the rear end of the train prepared to throw off fuses, if necessary, especially after being cautioned by his conductor.

Assistant General Manager, T. J. Foley, of the Illinois Central R. R. Co., testified at the coroner's inquest on January 26th in respect to the flagman's place on passenger trains stating: "I assisted in writing the book of rules. I construe rule §17 to mean that the flagman ride on the head end of the rear car. Most rear cars are Pullmans and it is desired not to disturb the occupants of car. That is the standard rule adopted by all railroads. The case at Kimmunity was a case of emergency. There is no bulletin that I know of that says flagman shall not ride in a private car." Had the flagman been in the rear end of the private car where his service would count for most it is not likely this accident would have occurred. In block signal territory his position should be in the rear end of the last car, during the night time at least. In territory where train movements are not governed by block signals his position should be in the rear end of the last car during all hours of the day and night irrespective of the character of the car.

3. The Illinois Central Railroad Co., has in service 276.02 miles of automatic block signals and 3 4/7 miles of block staff signals installed at a cost of \$516,115.00. Of this mileage the following is located in Illinois:

Chicago to Kankakee	51.21 miles
Bosky Dell to Cairo Junction	49.00 miles
East St. Louis to Belleville	14.00 miles
Portage to East Dubuque	12.77 miles
Isolated points including 3 miles of staff system	8.43 miles
Total	135.41 miles

From another statement submitted by the Illinois Central R. R. Co., it would appear that a total of 133.87 miles of additional automatic block signals are authorized at an estimated expenditure of \$386,121.00. 75.27 miles of these block signals will be installed in Illinois as follows:

Kankakee to Gilman	26.62 miles
Ellingham to Mason	11.16 miles

Chicago to Parkway	12.00 miles
Scales Mound to Portage	16.53 miles
Isolated points	5.66 miles
Total	75.27 miles

Exclusive of trackage rights the Illinois Central R. R. Co., operates a total of 1971 miles of road in this State of which 1320 miles are main lines. If we add to the block signal mileage in operation the additional mileage of block signals to be constructed there will be a total of 214 miles representing 16.2% of the main lines equipped with automatic block signals.

The Illinois Central Railroad Co., owns and operates of the many important roads and handles a considerable amount of traffic involving the use of many high speed freight and passenger trains and many employees. In the territory in which Kinmundy is located there are on an average of 23 trains in each direction every twenty-four hours. Circumstances make it necessary to run some of these trains closely together. Taking all things into consideration it does not appear that the installation of block signals has kept pace with the character and increase in traffic handled by this company.

The installation of block signals however is only one step in promoting safety in train operation. Their use will add greatly to keep trains apart, but safety in the highest degree possible is attainable by the use of automatic train control devices. Had there been some simple form of automatic train control in use this collision at Kinmundy would not have occurred. As stated in another part of this report I believe the present management of the Illinois Central R. R. Co., is deserving of much credit for making the most out of the means at hand with a view of promoting efficiency and safety, but the Illinois Central Railroad Co., ought to exert greater diligence in the installation of safety devices. The safety of its patrons and employees demand the use of these devices and ought to be installed with greater rapidity. One difficulty of installing these safety devices as rapidly as the officers of many roads would like is the matter of obtaining the necessary appropriation for doing so. Safety, however, is of prime importance and therefore some means ought to be provided which will enable railroads to install more of these safety devices and with greater rapidity.

Respectfully submitted,

F. G. EWALD,
Consulting Engineer.

ACCIDENT AT HULL, ON JANUARY 22, 1912, CROSSING COLLISION BETWEEN WABASH RAILROAD AND CHICAGO, BURLINGTON & QUINCY R. R.

To the Railroad and Warehouse Commission, Springfield, Ill.

On Jan. 22, 1912 about 7:30 p. m., a collision occurred at Hull, Ill., at a crossing between the Wabash Railroad and the Chicago, Burlington & Quincy Railroad, between a freight train on the Wabash Railroad and a passenger train on the Chicago, Burlington & Quincy Railroad.

Mr. Louis F. Graham, an attorney of Pittsfield, Ill., was authorized by the commission to investigate the cause of the accident in it's behalf and for that purpose attended an inquest held at Hull, the place of the collision, on Jan. 23, 1913 by the coroner of Pike County.

As a result of the inquest, and the investigation of Mr. Graham the following facts were developed:

A freight train on the Wabash R. R. left for Hannibal, Mo., at 6:50 p. m., on Jan., 22, 1912, with two engines coupled together (engines Nos. 773 and 771). Engine No. 773 leading, in charge of Charles Smith, engineer, M. J. Shackman, fireman. Engine 771 following in charge of A. L. Clark, engineer, W. F. Springer, fireman, John H. Asbury, conductor, J. J. Calahan and J. Hurst, brakeman and arrived at Hull, the crossing of the Chicago, Burlington & Quincy R. R., about 7:30 p. m. There is a slight curve west of this

crossing and the Wabash train approached the crossing running about 25 miles per hour, reduced at the time of the collision to about eight to ten miles per hour. Chicago, Burlington & Quincy train No. 91 was pulling over the crossing at about eight or ten miles per hour. Wabash extra struck the rear of rear coach on the Chicago, Burlington & Quincy train breaking it loose and turning it over on its side, killing one passenger and injuring eight passengers on the Burlington train and injuring four employees of the Wabash extra train. The injuries to the employees caused by jumping from train. On the Wabash track are signs for the information and government of employee about 70 feet from the crossing with the word "Stop" painted in large letters. The investigation shows that all the employees understood this to mean to come to a complete standstill, but it also developed that this was rarely done, the testimony of the employees and residents of Hull show this to be the case. In other words, on account of the small number of trains moving over this branch of the Burlington road, the Wabash employees took the chance of finding the crossing clear, and run it under reduced speed without stopping.

The engineer of the Wabash Engine No. 773 admits being responsible for the collision, but excuses himself by the statement that in reducing speed approaching the crossing, he for some unknown cause lost all his air and was unable to stop when he found the crossing occupied.

The result of this collision was the death of one passenger and injury to eight passengers on the Chicago, Burlington & Quincy Railroad train No. 91 and the injury of four employees on the Wabash extra No. 773.

Respectfully submitted,

WM. KILPATRICK,
Secretary.

ACCIDENT AT SANGAMON STREET, CHICAGO, ON FEBRUARY 8, 1912, COLLISION
BETWEEN CHICAGO, BURLINGTON & QUINCY R. R., AND CHICAGO CITY RY.

CHICAGO, ILL., Feb. 19, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions of February 9th, I made an investigation on February 12th, of the accident which occurred on February 8th, at 6:00 p. m., at the grade crossing on the C. B. & Q. R. R., at West 22d and Sangamon sts., Chicago, Ill., and find the following facts:

1. In the vicinity of 22d st., and Sangamon st., is occupied by the track of the C. B. & Q. R. R. Co., and there are a number of grade crossings of these tracks with those of the Chicago City Ry. Co., which are located in West 22nd st. These crossings are protected by four crossing gates, operated by a towerman, located at the northwest corner of these two streets.

2. Just previous to the accident, C. B. & Q. R. R. engine No. 1414, with a cut of 28 cars, engineer W. Welsh, conductor N. Behnke, brakeman B. U. Brodine and J. H. Hailstone, had pulled out of the south yard of 22d st., with the intention of going north onto the main line and out to Western av., where the cars were to be delivered to other roads.

3. North of 19th st., this train was stopped on the ascending grade, north bound, leading up to the elevated main line tracks, and when the route was again clear, it was found impossible to make a start on this grade, and it was decided to back the train down towards 22d st., again, in the direction "B" to "A", as shown on the attached plat.

4. When the rear car of this train reached the crossing with the street railway tracks at "D", it collided with Chicago City Rys. Co., car No. 2585, east bound, knocking the street car off the track, and resulting in minor injuries to some ten people, principally from the breaking of the glass windows in the street car. All of these passengers in the street car, who were injured, were able to continue their trips.

5. On each side of this crossing at "D", there is one of these crossing gates, which should have been lowered to prevent such a collision. It seems

that the tower man was under the impression that the back up move, when it was first started, was to be made over the routes from "B" to "C", and as the street car had passed onto the track between "C" and "D", he did not lower the two gates protecting the crossings at "D". The street car pulled up with the front platform just on the first or westerly track at "D", and the street car conductor, getting off the car and going ahead a short ways, signalled the motorman to come ahead. The train was a very short distance away, and moving towards the crossing at low speed. There was a red lantern on top of the nearest car, and the train conductor was riding this car. One of the brakeman was on the ground running toward the crossing to see if the switches were lined up right. Both called to the crew of the car to stop, and the train conductor tried to signal the engineer of the train to stop, but without success.

6. The gateman, as soon as he found out his mistake in regard to which route the train was taking, tried to put down his gates, but the car had gone too far onto the crossing to permit this.

7. This is the second accident at this grade crossing under somewhat similar circumstances, on Nov. 12, 1911, and a report of this previous collision was made under the date of November 16th. Reference to the attached map shows that there are too many crossings here for safe operation. A few days ago, while traveling, I was talking with an acquaintance, who some years ago was a yardmaster for the C. B. & Q. R. R. Co., in this district. In discussing the dangers of this crossing, he informed me that when he was in charge at this point, he had a rule that no train was to approach this or any of the other grade crossings with street car lines in this vicinity, without first sending a trainman ahead of the train to notify the towerman, so that the gates would be lowered in time, and to flag any car or teams which might try to get over the crossing before the gates were lowered.

8. In this case, it seems to me that there was carelessness on the part of all concerned with the operation of train, car, and gates. The car should have been stopped clear of the crossing, and should not have been flagged ahead, until the conductor was sure what the train was doing, whether it was moving or not. The train crew should have notified the towerman that the train would have been backed up over a certain track. The towerman, in the absence of definite information should not have guessed the route the train would take in backing up. The C. B. & Q. R. R. Co., if this is the usual method of handling trains at this crossing, is certainly very much to blame, in that a better and safer method of handling trains should have been installed and enforced, so that the dangers at this and similar grade crossings may be greatly lessened. The conversation with this former yardmaster develops the fact the more careful operation was enforced at this point, at one time, and I think that it is an undisputable fact that these collisions could both have been avoided, if the train crews had been instructed to properly flag this crossing. I think the immediate fault probably can be attributed to the crew of the street car, in stopping on the crossing, instead of stopping before the crossing was reached and then letting the conductor go ahead to see if the route is clear. It is true the injuries to passengers in this latter accident were slight, but the carelessness is none the less on this account. Under the present way of operation at this point, such accidents are bound to occur frequently, and the final blame lies with the two companies which have not enforced suitable protection and care in operation.

Gates at such points as these are worth very little when handled so that two collisions can and did occur within three months. In other words, the gates are not sufficient protection, and must be supplemented with every care in train and street car operation.

Yours very truly,

W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT EAST OF TUSCOLA, ON MARCH 30, 1912, BOILER EXPLOSION ON THE
CINCINNATI, HAMILTON & DAYTON RY.

SPRINGFIELD, ILL., April 2, 1912.

To the Railroad and Warehouse Commission.

About 1:30 p. m., Saturday, March 30, 1912 I received a telegram, which is attached to this report, giving information of the explosion of an engine on the Cincinnati, Hamilton & Dayton Railway Co., east of Tuscola, Ill.

After having communicated with you by telephone, I left Springfield, at 3:40 p. m., for the scene of the wreck arriving at Tuscola about 6:45 p. m. I immediately went to the place where the explosion had occurred and there met Mr. R. B. White the Division Superintendent, and Mr. W. C. Steeres, the Master Mechanic from Indianapolis, Ind. I found that a west bound extra engine No. 376 which left Hume, Ill., at 5:10 a. m., and on approaching Tuscola at a point about one-half mile east of the station about 5:55 a. m., or in other words, about forty-five minutes after having left the terminal it exploded, or rather the crown sheet had blown into the fire box carrying with it about one foot or more of the side sheet on one side of the flue sheet in front and the back sheet next to the boiler head. This engine was hauling fourteen loads and nineteen empties, or about 875 tons. The rated tonnage of this engine being about 1500 tons.

This accident occurred just at the time the engine had shut off the steam to slow up for the interlocking plant at Tuscola. The crown sheet was stayed with 308 stay bolts spaced about four inches apart in each direction, fourteen rows in one way and twenty two in the other. The crown sheet had torn apart from all of these stay bolts and from about the four upper rows of flues, the flue sheet had torn out. It was very evident from the discoloration of the crown sheet, the side sheets and flue sheets that they had all been badly burned as the bluish color showed all over these sheets up to the line where it was evident that the water stood. From the indications on the sheets it would appear that the water was at least six or eight inches below the crown sheet. Mr. Breede, one of the boiler inspectors for the Interstate Commerce Commission joined me at Decatur on my way over and made a very thorough examination of the water glass and connections; the hose connection between the tank and the engine, the checks between the water feed pipe and the boiler, and found all of them to be clean. The water guage cocks on the boiler head were broken off and we were unable to find them. However, the holes in the boiler head where the water cocks emptied it, were open. The pop valves were taken off and will be tested by the Federal Inspectors at the shops in Indianapolis. This engine was built in Pittsburgh, Pa., in 1903, and carried the Builders' Number 28746. The engine had been in the shops at Indianapolis for some minor repairs and was just out of the shop after having been in for thirty days, nine days prior to the date of this accident. Everyone who had any knowledge of the engine itself said that the engine was in first class condition.

As a result of this accident, brakeman A. Friddle was killed, probably instantly at the wreck, either by the explosion itself or by drowning, as his body was found in the ditch alone side of the track underneath the wreckage. Engineer D. P. Petrow and fireman W. E. Peters both were taken to Decatur to the hospital, they were both injured and scalded. Engineer Petrow died at 1:15 p. m., the same day and the fireman W. E. Peters died at 11:30 p. m., of the same day.

After the explosion, the boiler of the engine was found on the south side of the main track in the ditch and while the train was west bound, the boiler was headed east having turned completely around. The frame of the engine and the driving wheels were completely separated from the boiler and stood on the track, that is, one set of wheels between the rails and the other set on the outside. These were re-railed and taken to the side track at Tuscola. I remained at the wreck until the boiler was raised and put on a flat car and taken to Tuscola and on Sunday morning there also joined the inspection force, two more of the Federal Inspectors, Mr. Reardon from Chicago and Mr. Rogers from Kansas City, who immediately started in to

make a thorough inspection of the boiler and all of its parts, but it was conceded by all of them before I left there that the occasion of the blowing down of this crown sheet was for lack of water in the boiler. There was no apparent reason for this condition as at the point where the failure occurred the track was absolutely straight for a number of miles and practically level. In fact, there is no change either of grade or alignment from the place where the train originated at Hume, Ill., to Tuscola. As all of these men who were on the engine at the time of the explosion are dead, it is impossible to ascertain just the condition at that time. The safety valves or pops were set a boiler pressure of 180 pounds to the square inch. There is nothing that can be said either by way of comment or recommendation other than is contained in the report itself.

Accompanying this report will be found three photographs giving views of the boilers immediately following the wreck and two positions while being prepared for movement.

Respectfully submitted,

WM. KILPATRICK,
Secretary.

ACCIDENT AT KEDZIE STREET, CHICAGO, ON APRIL 4, 1912, COLLISION BETWEEN
CHICAGO CITY RY. AND CHICAGO & ALTON R. R.

Chicago, Ill., April 8, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions of April 5th, I went to Kedzie av. and 37th st., Chicago, today and made an investigation of the collision at that point at 10:30 a. m. Thursday, April 4th, between a Chicago City Ry. Co. car and a C. & A. R. R. Co. freight train, and find the following facts:

1. At this point one track of the Chicago City Ry. Co. crosses, in a northerly and southerly direction three tracks of the Chicago & Alton R. R. Co. running east and west. The Chicago & Alton tracks are the two main tracks and an industrial track.

2. Immediately east of the crossing is the Brighton Park yard of the C. & A. R. R. Co., and switch engines are working back and forth over these crossings constantly.

3. On the morning of the accident, yard engine No. 79 had crossed Kedzie av., going west on the north bound track, and crossed over to the south bound track pulling ten freight cars.

3. Switch engine No. 70, with three cars, which had been standing about three hundred feet west of the crossing and west of the crossover, started east on the northbound track, and crossed Kedzie av., while Chicago City Ry Co. car No. 2515, Conductor McMahan, Motorman Sobbe, had pulled up to the crossing, had been flagged by the flagman stationed there, and the street car conductor went a few feet ahead of the car, flagging the car ahead as soon as engine 70 and three cars passed over the crossing.

4. The car had passed part way over the south bound track when struck by the cut of cars being pushed by engine 79, engineer J. O'Connell, conductor J. Kelly, with two switchmen.

5. The street car was almost completely demolished, and two women passengers, with a baby of one, were killed, and some eighteen people were injured, part of the injured being in the hospital at the present time.

6. The blame would seem to lie with the street railway employees in charge of car No. 2515. The view of the crossing is not obstructed to any considerable extent, and as both the cuts of cars on the two C. & A. R. R. main tracks were going east (or north bound), as soon as engine 70 and its three cars were past, engine 79 with ten cars should have been plainly seen coming toward the crossing. There was a switchman on the front end of the ten cars being pushed by engine 79, and this man immediately swung down the engine No. 79, which was stopped just as it struck the car.

7. The Chicago & Alton R. R. Co. is preparing at the present time to elevate their tracks from the present end of elevation at Rockwell st. to Kedzie av., and I understand that under the ordinance of the city of Chicago, under which the track elevation work is being prosecuted, this track elevation is to be completed by November of this year. The completion of this work will prevent any recurrence of such an accident.

8. Both of the trains of the Chicago & Alton R. R. which crossed Kedzie av. at the time of the accident had been stopped within three hundred feet of the crossing, so their speed could not have been excessive, nor does it seem that they were carelessly handled. But in this connection, I would respectfully point out to the commission that this is but one of several similar accidents within the last year in Chicago. Fortunately most of the steam road tracks in this city are elevated, but there are many grade crossings, such as this, and the necessity for some protection is urgent. Gates should be installed at each such crossing. Though gates do not give absolute protection, they would undoubtedly reduce the number of accidents.

Yours very truly,

W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT AT TWENTY-FIRST STREET AND STEWART AVENUE, CHICAGO, ON MAY 17, 1912, COLLISION BETWEEN ATCHISON, TOPEKA & SANTA FE RY. AND CHICAGO, INDIANAPOLIS & LOUISVILLE RY.

Chicago, Ill., May 21, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions given verbally May 20th, I visited the grade crossing of the A. T. & S. F. Ry. Co. and C. & W. I. R. R. Co. at 21st st. and Stewart av., Chicago, today and made an investigation of the accident at that point which occurred at 10:16 p. m. on May 17, 1912, and find the following facts:

1. At 21st st. and Stewart av., Chicago, the A. T. & S. F. Ry. Co. and I. C. R. R. maintain two joint tracks which cross at grade a connecting track of the P. Ft. W. & C. Ry. Co., and the C. & W. I. R. R. Co., the two main tracks of the P. Ft. W. & C. Ry. Co., the two main passenger tracks of the C. & W. I. R. R. Co. and four freight tracks of the latter company.

At this point there is an electric interlocking plant, but this plant is not equipped with derails, distant signals or detector bars, and is not operated under the authority of the commission, all trains coming to a stop before crossing over the various intersecting tracks.

2. A. T. & S. F. Ry. Co. passenger train No. 1, engineer J. T. Dugan, conductor, A. B. Tolbert, on the night of the accident had approached the crossings at this point, stopped as required by law, and had proceeded part way over the crossings when struck by C. I. & L. Ry. Co. engine No. 430 running light backward in a north bound direction on the C. & W. I. R. R. Co. north bound passenger track. The C. I. & L. Ry. Co. engine No. 430 was in charge of engineer Moses Hinkle and fireman Whalen.

3. C. I. & L. Ry. Co., engine 430 struck the rear end of the sixth car from the engine in the Santa Fé train, tourist sleeper No. 1448, knocked it off the track and against the interlocking tower, and crushed in the south side of the rear end of this sleeper. The seventh car, tourist sleeper No. 1466 was also damaged, the front platform and vestibule being smashed in. Eleven passengers in these two cars were injured, seven of these being taken to hospitals, and the other four being but slightly injured. None of the passengers were injured to any great extent, the most serious being only badly bruised and cut with glass.

4. The information gathered by the officials of the two roads concerned developed the fact that C. I. & L. engine No. 430 was being backed up toward the crossing at a rate of from 18 to 20 miles per hour. When within about 1500 or 1800 feet of the interlocker, the engineer saw the semaphore



Louisville & Nashville and Cleveland, Cincinnati, Chicago & St. Louis Rys. Bridge over Little Wabash River, Carmi, Ill.

governing movements on the C. & W. I. R. R. north bound passenger track showed a red light, indicating stop. This speed however was maintained until the engine was quite close to the semaphore which is but 175 feet south of the crossing frog where the accident occurred. Evidently the engineer had misjudged the distance or his speed. The Chicago & Western Indiana R. R. Co. tracks, on one of which he was running, make a very sharp curve to the east. Had the engineer of engine No. 430 been using due precaution in approaching the crossings and the curves he knew existed in the tracks at this point, he should have been able to stop a light engine within a very short distance. This is one of the most dangerous grade crossings in the city of Chicago. The undersigned, in railroad service, was very frequently at this point during the last six years.

This is the first time he has known an engineer to fail to make the proper stop for the crossing. The fireman, too, should have been on the lookout when approaching such a dangerous point, and the blame for the accident certainly lays with these two men.

5. There are within the limits of this interlocker at this point a great many other crossings, besides the crossings of the tracks on which the accident occurred.

The A. T. & S. F.-I. C. joint double tracks cross 7 C. & W. I. R. R. tracks.

The A. T. & S. F.-I. C. joint double track cross 3 P. Ft. W. & C. tracks.

The A. T. & S. F.-I. C. joint double tracks cross 1 C. & A. R. R. track.

The P. Ft. W. & C. Ry. double tracks cross 5 C. & W. I. R. R. tracks.

The P. Ft. W. & C. Ry. double tracks cross 2 C. & A. R. R. tracks.

The 5 C. & W. I. R. R. tracks cross 1 C. & A. R. R. tracks.

The two C. & A. R. R. double tracks cross 1 C. & A. R. R. track.

This makes nearly forty different crossings, without counting the numerous double slip switches east of these crossings. There are also several junctions in the plant. Immediately north of the plant is the P. Ft. W. & C. Ry.-C. & A. R. R. joint drawbridge over the south branch of the Chicago River. Besides the suburban trains of the C. & W. I. R. R. and I. C. R. R., there are over 160 scheduled passenger trains per day passing through this plant.

6. The following roads own tracks within the limits of the present plant:

Atchison, Topeka & Santa Fé Ry. Co.

Illinois Central R. R. Co.

Chicago & Alton R. R. Co.

Pittsburg, Ft. Wayne & Chicago Ry. Co. (Penna. Co.)

Chicago & Western Indiana R. R. Co.

In addition to these roads, the following roads, operating over the tracks of the C. & W. I. R. R. Co., use the tracks of the latter company through this plant:

Chicago & Eastern Illinois R. R. Co.

Wabash R. R. Co.

Chicago, Indianapolis & Louisville Ry. Co.

Grand Trunk Western Ry. Co.

The M. St. P. & S. S. M. Ry. Co. operates over the tracks of the I. C. R. R. Co. through this plant.

7. The data given above is, I think sufficient to show the dangerous character of this unprotected crossing. The present plant is certainly not sufficient to give adequate protection at this place. That there are not more serious accidents is certainly due to the fact that the place is notoriously dangerous and known as such among trainmen.

The railroads interested in the tracks at this point have been talking interlocker for ten years, but have accomplished nothing. One thing that they have been waiting for has been the construction of a new drawbridge over the south branch of the river to replace the present P. Ft. W. & C.-C. & A. drawbridge.

This bridge will be within the limits of the plant, as would be the present bridge. The present drawbridge is in poor condition and dangerous, and has been for years, but there seems to be no certainty as to when it will be replaced.

I would earnestly recommend to the commission the necessity for having an up-to-date interlocker at these crossings. The accident just investigated was not serious in regard to the number injured, but the danger due to the heavy traffic, the present incomplete interlocking plant, and the very numerous crossings, is such as to warrant the installation of adequate protection.

Yours very truly,

W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT AT BELLWOOD ON MAY 18, 1912, COLLISION BETWEEN AURORA, ELGIN
& CHICAGO R. R. AND INDIANA HARBOR BELT R. R.

Chicago, Ill., May 25, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your verbal instructions of May 20th, I visited Bellwood, and made an investigation of the accident at that point which occurred May 18, 1912, at the grade crossing of the tracks of the Aurora, Elgin & Chicago R. R. Co. with a joint industry track of the Chicago Great Western R. R. Co. and the Indiana Harbor Belt R. R. Co., and find the following facts:

1. About 1,000 feet west of the Bellwood station of the A. E. & C. R. R. Co., the double main tracks of the company cross at grade, an industry track used jointly by the I. H. B. R. R. Co., and C. G. W. R. R. Co., leading out of a side track south of the main tracks of the latter railroads. This crossing is not protected by any interlocking device.

2. About 4:50 p. m. on May 18, 1912, I. H. B. engine No. 11, engineer R. S. Jones, conductor J. F. Victor, was pushing fifteen empty gondola cars over this grade crossing toward the quarry tracks at the south end of the industry track.

3. At the same time, A. E. & C. passenger train No. 8, consisting of three passenger cars, and in charge of motorman Albert Will, and conductors Tambllyn and Berry, proceeding east bound on the east bound main track, approached the crossing, failed to make the stop required by law and collided with the sixth car from the engine in the I. H. B. train, M. C. gondola No. 5064, resulting in the complete destruction of this car, and the breaking in of the vestibule on the front part of the motorcar of A. E. & C. train No. 8.

4. When this train No. 8 was about 400 feet from the crossing, motorman Will jumped from the front end of the car, alighting without injury. Two or three passengers followed him in jumping from the front vestibule. One of these passengers sustained a fracture of an ankle and the other injured passenger received a bruised knee. No injury was sustained by the passengers who stayed on the car.

5. On each side of this crossing, the A. E. & C. R. R. Co. maintains sign boards, reading "Railroad Crossing 800 feet." West bound A. E. & C. trains make the station stop at Bellwood, about 1,000 feet east of the crossing, and then only slow up for the crossing, committing a technical violation of the law in not stopping within the 800 foot limit, as required by law. East bound trains, however, have no station stop near the crossing, and the officials of this road state they have enforced a rule for all east bound trains to stop within the 800 foot limit. The rule for stopping all trains for this crossing had been promulgated in bulletin order No. 230, issued Dec. 5, 1905, a copy of which is attached herewith.

6. Motorman Will was bringing his train toward the crossing at a fairly high rate of speed, and from information gathered by the officials of the A. E. & C. R. R. Co. applied the brakes when near the sign 800 feet west of the crossing. The train started to slow down, and when the train came within some 400 feet from the crossing, the motorman became confused and jumped from the car, thinking he could not stop the car in time to prevent an accident, leaving the train without anyone to handle it.

7. The train had slowed down considerably by the time it had reached the crossing, and the shock was taken almost entirely by the shell vestibule of the motor car, the rest of this car and the two rear cars suffering no damage.

8. When the collision occurred, the two conductors who were on the second and third cars, thought the regular stop for the crossing had been made.

9. Motorman Albert Will had been in the train service on the A. E. & C. R. R. for three years. Two years had been spent in switching service in the yards at Wheaton, where he had been constantly employed in handling trains around the shops and yards.

Since April 2, 1911, he had been running on the main line in passenger service as motorman and had a good record.

10. This accident seems to be due entirely to the fact that Motorman Will failed to try to stop the car, having jumped from it while still some distance from the crossing, and it is thought without having used an emergency application of the brakes.

11. If this accident had happened through the running of the crossing by a west bound car, even though it had stopped at the Bellwood station 1,000 feet east of the station, the officials of the road would have been at fault in permitting a technical violation of the law. The inspection of the A. E. & C. R. R. Co. during 1911 gave the impression that the operation has been brought to a high state of efficiency; but it would seem that they should not permit even a technical violation of the law such as is permitted in the case of west bound traffic at this point. That they had enforced the proper stop for east bound cars relieves them from the responsibility in this accident.

12. Recent inspection of electric lines in this State, reports of which have not yet reached the commission, reveals that there is vast room for improvement in the way trains are handled at crossings where main tracks cross industry tracks of other roads. At very few such crossings is the law obeyed. This is also true in steam road operation, and I would respectfully suggest to the commission the advisability of issuing a bulletin bringing the attention of all roads to the frequent violations of the statutes with respect to stopping trains at all unprotected grade crossings.

13. I am informed that this industry track is switched but once or twice a day. In this case, I would respectfully recommend to the commission the advisability of having installed at this crossing a cabin interlocking plant, to protect this crossing.

In such a plant, the derails and signals could be at all times in a clear position for the traffic on the A. E. & C. R. R. Company's line, except when steam road crews are switching over the crossing. This would avoid the necessity for having tower men on duty, as the plant could be handled by trainmen.

I would also respectfully suggest to the commission that the A. E. & C. R. R. Co. be required to have west bound trains stop within 800 feet of the crossing, as required by the statute of the State.

Yours very truly,

W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT AT FULTON STREET, CHICAGO ON MAY 27, 1912, PASSENGER TRAIN
DERAILED ON CHICAGO & NORTHWESTERN RY.

Springfield, Ill., June 3, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your verbal instructions of May 27th, I made an investigation, on June 1st, of the train accident which occurred on the main line tracks of the Chicago & Northwestern Railway Company in the city of Chicago on May 27th at 10:03 a. m., and find the following facts:

First: Through passenger train No. 514, engine No. 1538 inbound with thirteen cars became partly derailed at the frog of switch No. 60 in going

from track No. 4 to track No. 3 at a point about 200 feet north of Fulton st., in the city of Chicago. The point of accident occurred on the passenger terminal tracks a short distance north of the station. It would appear that the front trucks of the engine became derailed at the frog and continued on a straight line. The driving wheels of the engine and the rest of the train continued on the track in route set up for it through the cross-over switch until finally the momentum of the tender and the train back of it pushed the engine over and landed it on its right side crosswise of the tracks, with the front of the engine pointing eastward. It landed near the north line of Fulton st., about 170 feet south of the point of derailment.

Second: The crew of this train consisted of engineer John Fellows, fireman Charles S. Bertch, and conductor John Lenihand. Train No. 14 was due in Chicago at 7:55 a. m., and therefore, at the time of the accident (10:03 a. m.) it was two hours and eight minutes late. At the time of the accident the train was running at the rate of five to ten miles per hour with steam shut off.

Third: In this accident engine No. 1538 a class "E" engine weighing 192,000 pounds became derailed at the frog and the front trucks of the second car from the engine were derailed at a point a short distance beyond where the fastenings were broken by the engine.

Fourth: Engineer John Fellows was killed. After applying the air it would appear that he was standing on the steps on his side of the engine preparing to jump at which moment the engine fell over and he was crushed beneath it. No other employee nor any of the passengers was injured. In fact very few persons on the train were aware of the accident because of the lack of sudden shock when the train brakes were applied.

Fifth: Upon examination the tracks were found in excellent condition. All are laid with 100 pound steel rails on good oak ties ballasted with broken stone. The same frog—a rigid frog made of Manganese steel—is still in use; also the guard rail which has the proper amount of clearance. The gauge of the track throughout the entire length of the turnout is the same now as it was when the accident occurred and it is in accordance with the standard rules of the Chicago & Northwestern Railway Company. Beyond the heel of frog of the switch at which the derailment occurred, the track was damaged but no damage occurred to the track at the point of derailment.

I attach hereto Chicago & Northwestern Railway Company's plan of tracks showing the point of derailment and the location of the engine where it finally rested. I had no opportunity of viewing any part of this engine but the officers of the Chicago & Northwestern Railway Company, being desirous of giving me all information within their possession, informed me that the rear wheel on the right side of the pony truck and the front wheel on the left side of the pony truck showed considerable flange wear as compared with the other two wheels; the rear wheel not so much as the front wheel, but in neither case did this flange wear exceed the M. C. B. rules. It indicated, however, that the pony truck was not operating in alignment parallel with the longitudinal axis of the locomotive.

While marks were visible on the frog and guard rail immediately after the derailment these could not be distinguished on the day of my visit. As indicated on the plan above referred to the distance from a point where the bend in the guard rail ends (nearest the switch point) to a point opposite the point of frog is six feet. The distance from center to center of wheels of the pony truck is six feet ten inches. The switch being lined up for the train to pass through the turnout, the tendency of the wheels would be to crowd the guard rail and the frog point. The turn being to the right it favored the tendency of the wheels of the pony truck to crowd toward the left or outside of the curvature; and this crowding to the left would appear to be particularly favored as indicated by the uneven flange wear.

The track, I feel sure, was in no way responsible for this derailment. It is only my judgment but I believe the condition which brought about the uneven flange wear, above referred to, caused the front wheel on the left side of the pony truck to climb the frog point, followed by the second wheel on the right side mounting the guard rail. This conclusion is borne

out by the fact that the driving wheels of the engine and the wheels of the tender and cars which followed it remained on the rails of the turnout in the route indicated for them.

Respectfully submitted,
F. G. EWALD,
Consulting Engineer.

ACCIDENT AT MARTINTON ON JUNE 26, 1912, PASSENGER TRAIN DERAILED ON
THE CHICAGO & EASTERN ILLINOIS R. R.

Chicago, Ill., July 3, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions given by telephone on June 27, 1912. I visited Martinton, and made an investigation of the accident at that point which occurred about 11:30 p. m., June 26, 1912 on the Chicago & Eastern Illinois R. R. Co. and find the following facts:

1. C. & E. I. R. R. Co's. passenger train No. 95, south bound, running about twenty-two minutes late, when about three quarters of a mile north of Martinton depot, was derailed at a bad place in the south bound main track, while running at the rate of approximately 45 miles per hour.

2. The tank of the engine first left the track, then the engine and all of the eight cars in the train except the rear car. The engine and a mail car overturned and the accident resulted in the death of the engineer Kendrick and bruises and minor injuries to M. M. Hughes and I. H. George, express helpers and to four passengers.

3. Train No. 95 left Chicago for Evansville at 9:10 p. m. the night of the accident. It was in charge of Engineer Kendrick and Conductor Barnes, and consisted of the following:

Engine, 1014.

C. & E. I. mail car, 59, steel car.

E. & T. H. baggage car, 44, wooden car.

N. C. & St. L., baggage car, 138, wooden car.

C. & E. I., coach, 325, wooden car.

C. of Ga., coach, 273, wooden car.

Pullman sleeper, "Glen Easton," wooden car.

Pullman sleeper, "Sidney," wooden car.

Pullman sleeper, "San Mateo," wooden car.

While the trucks were stripped off most of the cars in the train, the bodies of all except the mail car remained upright, and received practically no damage, except for a few broken windows.

4. The C. & E. I. R. R. Co. at the point of the accident operates double track. The tracks are on about a four feet fill and the line is a tangent. The south bound track is laid with 80 pound rail, manufactured in 1899 and showing little wear. There are 18 ties to the 30 ft. rail and the joints are four hole angle bars with the nuts of the bolts inside. This track was well ballasted with gravel.

5. Since the severe weather of last winter both main tracks have become fairly rough. On the night of the accident, Trainmaster Frese, going south on train No. 3 which passes the point of the accident about 7:25 p. m., noticed near signal 67-3 located a few hundred feet south of mile post 67 from Chicago, a rough place in the track, which he considered unsafe for high speed. When he reached Watseka, he wired the dispatcher of this division as follows:

"Very rough place in southward main track near auto signal 67-3 just north of Martintown."

This message was sent at 7:47 p. m. and the dispatcher at 8:07 p. m. issued the following 19 order:

A-268."

"Reduce speed to ten miles per hour near auto signal 67-3 just north of Martinton, rough place in track."

This order was delivered to the conductor and engineer of train No. 95 at Yard Center about 18 miles south of Chicago, at 10:20 p. m. over an hour before the time of the accident.

6. The fireman of train No. 95 states that as they approached the place of derailment the engineer said that they must be near the place where slow speed had been ordered and had just started to apply the air brakes when the derailment occurred. That the brakes were applied is borne out by the fact that the train traveled but 500 feet after the derailment. The engine came to a stop with a few feet of auto signal 67-3.

7. The derailment was undoubtedly due to the failure of Engineer Kendrick to obey the slow order. The order was issued in the night time and gave only the approximate location of the rough place in the track. When train No. 95 passed Papineau depot, at mile post 64.3 he had definite information as to his location with respect to signal 67-3 which receives its number from the fact that it is located at mile post 67.3. The fact that the order was issued at night and that only an approximate location of the rough place could be given should have caused the engineer to have slowed down immediately after leaving Papineau.

8. Engineer Kendrick had been in the service of the C. & E. I. R. R. about 12 years, and was on his regular run the night of the accident. He had been on duty about four hours before the derailment occurred. His record was good.

9. Between the time the slow order was issued and the time No. 95 was derailed, trains No. 5, No. 27, No. 55, extra No. 565, extra No. 578, No. 45, and first No. 51 passed over this rough place in the track safely.

10. When the condition of the track at the point of derailment was discovered early in the evening, the operating officials took the proper steps to safeguard traffic, expecting to give the track proper repairs the next day.

11. The condition of the track in this vicinity has been briefly commented upon. Like all other railroads in this State this road is still suffering from the effects of the severe winter and subsequent spring thaw, which brought about bad track conditions. Since spring there has been a section foreman and four men employed on the four mile double track section which includes the track where the derailment occurred. Chief Engineer Hartley informs me that for some time the section foreman has had authority to hire two additional track men but has been unable to secure them. But aside from the question as to whether the track condition could have been better, this one bad spot in the track was discovered and proper steps were taken in the interest of safety.

Yours very truly,

W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT AT WESTERN SPRINGS, ON JULY 14, 1912, REAR-END COLLISION OF PASSENGER TRAINS ON CHICAGO, BURLINGTON & QUINCY R. R.

No. 1198.

In the matter of the investigation of a rear-end collision between passenger trains Nos. 2 and 8 on the Chicago, Burlington & Quincy Railroad, which occurred near Western Springs, Ill., about 6:40 a. m. on July 14, 1912, investigation made by the Railroad and Warehouse Commission July 23 and 24, 1912.

The investigation of accidents and the determination of the causes leading thereto are among the most important and most difficult duties the commission has to perform. We have a right to assume that the loss of both life and property, resulting from accidents, and the great danger to all

employees connected with the operation of trains, is such that no employee would desire or wilfully cause an accident, and that the expense of accidents, if for no other reason, would impel all railroad officials to use all reasonable and practical means to prevent accidents.

This is manifest from the few accidents that occur as compared with the great amount of traffic in our country today; yet, the fact remains that accidents do occur that could and should be prevented by having better protection and by greater care upon the part of employees.

The accident under consideration, occurred upon the Chicago, Burlington & Quincy Railroad, one of the oldest and best equipped roads in the State of Illinois, and upon one of its principal lines of travel.

For the safe operation of trains, there are two kinds of block signals now being used by the railroads of the country, known as manual block system, and automatic. Manual signals are controlled by human beings, and the automatic is controlled by a self-operating device. The difference between the controlled manual and the manual is that controlled manual is not used on two tracks, but is especially fitted for a single track road. The Chicago, Burlington & Quincy Railroad, from Burlington to Chicago, is a double track road and use the manual block system, which was put in and has been in operation for the last twenty-three years. It was installed, the record shows, before the American Railroad Association had adopted or considered the matter of blocking, and when first put in, there was no standard regulations or rules. About fourteen years ago the American Railway Association, which had previously adopted a standard code of train rules, constructed a system of manual block rules and those rules were adopted by the Burlington Road and are practically their rules at this time.

Under this system as operated by the Burlington Road, they do not give written orders, unless special occasion arises therefor, and their trains are under the immediate direction of the manual block system, operated by the tower operators in the respective towers along the line.

The system provides that the operators, so far as the block is concerned, shall communicate with each other, and as to passenger trains, there must always be a clear block. Under the rules no passenger train must be admitted or allowed to follow any other train, and no other train is permitted to follow a passenger train, except into a clear block.

Trainmen and engineers are governed by their schedule time and proceed on their time schedule, and are only interrupted by the block operator.

Under the rules the only obligation upon the block operator is to keep the trains apart; it is the operator's special business to see that two passenger trains are not admitted to the same block at the same time, or any train admitted with a passenger train.

The method used at present for communication between block operators, is the telephone. Formerly it was by telegraph.

On the morning of this accident, passenger train No. 4 was scheduled to arrive and did arrive at Aurora at 5:30 a. m. The record of that train shows that it entered the block at Hinsdale, about two miles west of Western Springs at 6:18, and arrived at Western Springs at 6:19, the block being set against it. The reason given for setting the block against train No. 4 by the tower operator at Western Springs, is a conversation held between the tower operators of Western Springs and Congress Park, the Western Springs operator stating that inquiry was made about train No. 4. At the time of this conversation, train No. 74 was on the middle track at Congress Park, and for some reason which does not appear in the record, the Congress Park operator had not given the clear signal to the block to the operator at Western Springs. While train No. 74 would seem to have nothing to do with the operating of train No. 4, the Western Springs operator states that she understood from the inquiry made of the operator at Congress Park in relation to train No. 4, that train No. 74 was probably the cause of the delay in clearing the block, and states that for that reason, when train No. 4 arrived at 6:19, she stopped it and did not give the board until she had a clearance from train No. 74. The record shows that at 6:20 a. m. the Western Springs operator got a clearance from Congress Park and

let train No. 4 proceed, and the record at Congress Park shows that train No. 4 departed at 6:26, leaving that block clear at that time.

Passenger train No. 4 left Aurora, according to the record, at 5:56 a. m. and arrived at Hinsdale at 6:25, and arrived at Western Springs at 6:26, being one minute later than it departed from Hinsdale, and exactly at the same time that train No. 4 departed from Congress Park. The operator at Western Springs, not having received a clearance from Congress Park, set the board against train No. 2. The record further shows that train No. 2 ran into the block at Western Springs with the board set against it, and stopped some eight hundred feet in the block. The operator at Western Springs states that immediately upon receiving clearance on train No. 4, from Congress Park, she gave the board to train No. 2, and that the flagman who came down after they stopped, returned to train No. 2 at 6:27; she then made the record and reported to the dispatcher that fact and also reported to Congress Park and Hinsdale that train No. 2 had departed. The operator at Western Springs further states that at 6:30 the flagman appeared again at her tower and she then reported to the dispatcher that train No. 2 was still standing at Western Springs. The operator at Western Springs states that she did not see the conductor or brakeman of train No. 2 at all; that the only person she saw was the flagman. She further states that she asked the flagman what was the matter, and he said he thought that something was wrong with the engine, and she then gave train No. 2 the board for the second time.

The engineer on train No. 2 states that they left Aurora on time and ran on time until he was stopped by the block at Western Springs. He states that the weather was foggy, and that he could not see much, if any, beyond the front of his engine. He states that he looked at his speed guage after passing Hinsdale, and that it showed fifty miles an hour, and that he might have increased a little; he states that he was right against the board at Western Springs before he saw it was against him; that he immediately applied the air and made the best stop he could, that being eight hundred and fifty feet east of the board at Western Springs. He states he saw the flagman start back immediately after they stopped; that immediately after that the brakeman came and asked him why he had stopped; that he informed him the board was against him. The brakeman turned and went back. He further states that under the rules there was nothing further for him to do until he received orders. He states he heard the fireman talking to someone, and was afterwards told it was the conductor; the fireman told him that the conductor wanted him to back up, and that said to the fireman to tell the conductor, "Not Much," that he did not consider it safe, and that he did not back up. From that time he saw or heard nothing until the crash. He knew that train No. 8 was following him about nine minutes behind.

The flagman on train No. 2 states that when the engineer applied the brakes, he went to the rear and looked out, and they were just going under the board and the board was clear. He further states that as soon as the train stopped he got on the track and went back; that on his way back he heard the tower operator tell some one that train No. 2 had stopped beyond the board, and that he looked up again and saw the board was clear. He further states that when he got in front of the tower, the tower operator spoke to him and told him to go back to the train, that the boards were clear, and she would protect the train. He replied to her that he did not know what the matter was with the train and that he was going back to flag train No. 8; that he knew train No. 8 was following about nine minutes behind. He states that he did not stop to talk, but kept moving all the time back west from the rear end of the train; he thinks he was about fifteen hundred feet back. He further states that he heard train No. 8 before he could see it; he then put down his torpedoes and kept flagging; he states he could see the train at least seven hundred feet from where he was, and that he put down two torpedoes so close together that they would explode as one, and attract the attention of the engineer. He states that

the train was running over fifty miles an hour, in his judgment, when it passed him; that the engineer gave no notice of having seen him or heard the torpedoes. He states he does not believe the emergency brake was on. He states that he neither saw nor heard anything of the conductor or brakeman on train No. 2, after train No. 2 stopped.

The brakeman on train No. 2 states that immediately after passing the tower at Western Springs, he noticed the brakes were put on, and that the train immediately came to standstill; that he jumped off and looked back, and saw the flagman get off; that he (the brakeman) went at once to the engine and asked the engineer why he stopped, and the engineer said the board was against him. He states he then turned back and ran towards the board and saw that the boards were set against train No. 2. He further states that it was about six minutes after they stopped when he saw the boards, and after talking to the engineer, he states he started back and only got a distance of nine car lengths before No. 8 struck them. He further states that he was about two car lengths behind train No. 8 when it passed him just before the collision. He states that the conductor on train No. 2 was standing on the rear end of the train when he last saw him, and that he (the brakeman) told the conductor to stay there. He states that he did not see the operator in the tower and the conductor did not see her. He further states that he saw the flagman on the west end of the depot platform, where he was flagging.

The fireman on the engine of train No. 2 states that after he stopped at Western Springs, he asked the engineer why he stopped, and he said the boards were against them. He further states that the brakeman came and spoke to the engineer, and the engineer told the brakeman the same thing. He further states that the conductor came up on the left side of the engine and wanted to know why the train stopped, and he informed the conductor that the boards were against them; then the conductor said "why don't you back up," and the fireman replied, "we could not back up," and the conductor started towards the rear of the train. The conversation of the fireman with the conductor took place after the brakeman had had the conversation above stated with the engineer.

The record shows that passenger train No. 8 left Hinsdale at 6:34 a. m. and arrived at Western Springs at 6:35; that the board was set against train No. 8; that this train was running at about sixty miles per hour and ran by the board eight hundred and fifty feet and struck train No. 2, running at probably thirty-five or forty miles per hour, having reduced speed to that extent after applying the brakes.

There are many contributing causes to this accident and a number of them reach much further than the immediate action of any person directly connected with the several trains at this time, and the commission feels that it is highly proper that the attention of the public should be called at this time to some of the most important of these causes, as they appear from a careful study of this accident and other similar accidents in recent years.

First—The demand of the general public made upon railroads for through trains that will run from one large city to another with but few stops, and at a rate of speed, which is admitted to be dangerous to the traveling public as well as to employees; yet, notwithstanding this admitted and well known fact, the public demands the service and the railroads appear to be willing to take the chance in order to hold their patronage and to meet competition.

Second—Yielding to this same public demand for fast service, the general government, in making its schedules for the carrying of the mail, requires the respective roads carrying such mail, to schedule their trains at a similar fast rate of speed, and the employees and all persons connected with that service, while it is admittedly dangerous, take the chance.

Third—In order to make such speed and to properly accomodate the public in these demands, fast trains are frequently scheduled very close together, one following another, running at a rate of fifty or sixty miles per hour and not to exceed ten minutes apart; with the very best equipment and the best

management, everything must work perfectly in order to avoid accidents, and the record in this case shows that it would be safer to schedule them farther apart, yet again, all parties interested take the risk.

Again it appears from this record that this high rate of speed under the conditions described on the morning of the accident, is dangerous, but to comply strictly with the rules as printed for their guidance, the engineers know it would delay the train, and following an unwritten rule and a general expectation of the officials of the railroads that time is to be made if possible, they took the risk.

The flagman, while there is a rule indicating what he shall do, yet he well understands that if he is back a great distance when called in, it delays the train, and therefore he does not go as far back as he would otherwise, but takes the chance.

The following rules of the Chicago, Burlington & Quincy Railroad Company are in force, governing the duty of flagman and the running of train under conditions similar to those on the morning of the accident:

"Rule No. 99. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it. When necessary the front of a train must be protected in the same way by the front brakeman, or in his absence by the fireman."

"Rule 952. During foggy, thick or stormy weather, if delayed on any part of the road, do not attempt to make up time; take extraordinary precautions, both at switches and at all places where right to proceed depends upon signals."

The above rule No. 99 is substantially the rule adopted by the American Railway Association, and in a large measure, is in force upon many of the roads throughout the country. There are a number of roads however, that have materially amplified and enlarged this rule, fixing a definite distance that a flagman shall go back and fixing definitely what he shall do under certain circumstances and conditions, and after careful consideration of this rule, and a comparison of it with other rules, conditions and investigations of other accidents, the commission believes that this rule should be amplified and enlarged upon and that a definite rule should be made governing the flagman, directing more specifically what he shall do under conditions similar to this case. We believe it would be a better and safer rule, if the officials of the road with their much wider experience, than any flagman can possibly have, would determine the minimum distance that the flagman should go back and state specifically the other precautions he should take. The rule under consideration leaves it entirely to the judgment and discretion of the flagman, and not only in his case, but in others of a similar character, and even under more definite instructions in the rules, the flagman's judgment as to the distance has been bad and resulted in an accident.

We have already referred to some of the contributing causes, which in a general way led to this and similar accidents. We now desire to call attention to a few of the immediate contributing causes to this accident.

To speak exact, the woman in the tower at Western Springs did not violate any instruction or rule of the company. She did, however, misunderstand either a question or a statement made to her in relation to train No. 4, and stopped such train, when it should have been given the clear signal. While this may have been the primary and first contributing cause of the accident, it should not have caused a collision, and of itself would not have done so. Five men violated the rules, and while the women in the tower misunderstood and stopped train No. 4, the engineer of train No. 4 did not approach the block signal under control, as required by the rules, but ran by the board. If the engineer had stopped at the board the block at Hinsdale would not have been clear until train No. 4 had found out the reason for being stopped, got a clear signal and entered the block at Western Springs and passed on.

The engineer of train No. 2 did exactly the same thing as the engineer of train No. 4 and ran the board while set against him, and if train No. 2 had been as close to train No. 4 as train No. 8 was to train No. 2, there was nothing to prevent train No. 2 from running into train No. 4. If the engineer of train No. 2 had approached the board with caution and stopped at the signal against him, as he should have done, train No. 8 would have gotten a clear signal at Hinsdale and entered the block until train No. 2 had found out the trouble, gotten a clear signal and proceeded east into the next block.

The engineer of train No. 8 did exactly the same thing, running much faster when he approached Western Springs than either of the others and without caution, and ran the board; if he had approached the signal with caution and stopped, the accident would not have occurred.

While the record shows that each one of these engineers, after ascertaining that he had run the board and went into the block with the signal set against them, which resulted in the accident.

The record in this case shows that the conductor of train No. 2 after his train stopped, went forward and spoke to the fireman, and then returned through the train and stood on the rear of the train. So far as this record is concerned, he did nothing more in relation to determining what was the cause of the stop, and seems to have made no effort to protect his train or get authority to go on, or paid any attention to the flagman. It should be the conductor's duty to see that his train is properly protected, notwithstanding the fact that the signal is standing against the train following.

From the evidence it is clear that from the time train No. 2 stopped until this collision, there was a period of at least eight minutes; both the flagman and brakeman admit that they knew train No. 8 was following nine minutes behind and that it was a very fast train, and while it was the duty of the flagman to go back as rapidly as possible and protect train No. 2, the record shows that during that eight minutes he only went back about twelve hundred feet and while it was the duty of the brakeman or conductor to go immediately to the tower and ascertain the cause of the train being stopped and get orders to proceed, neither the conductor or the brakeman ever got down to the tower, which was only about eight hundred and fifty feet from the end of the train. The distance covered and the length of time consumed, make it manifest that due diligence was not used, for the record shows that walking at an ordinary gait in seven minutes, which is the time fixed by the flagman himself after he got off the train, he could have walked substantially double the distance, that he did.

Possibly the absence of any one of the contributing causes, which resulted in this accident at Western Springs, would have prevented this collision. If the engineer of train No. 8 had approached under caution, the eleven or twelve hundred feet that the flagman of train No. 2 went back, would probably have been sufficient; again if the flagman of train No. 2 had gone as far back as he possibly could have gone in the eight minutes time, he probably would have stopped train No. 8, and the same thing might be said of a number of other immediate causes of this accident, and while investigations of accidents have heretofore been confined to the one accident and the immediate cause thereof, no permanent or good results have followed such investigations; it is of but little value to the public or assistance in the operation of railroad, to criticise some one individual for some error in judgment or failure to perform a specific duty which results in an accident. These things should not be minimized, but the time has arrived when we should go much farther into this question and determine if possible the real causes leading to these accidents and devise some plan of operation and protection to prevent such accidents.

In addition to the causes already mentioned, this investigation has developed two points of special importance in connection with the operation of trains under the block signal system now in use. These relate to

- (a) The movement of trains through the medium of block signals, and
- (b) To such portions of the train rules as have to do with their protection.

On the division between Aurora and Chicago the road is provided with three main tracks, except the Chicago end of the line which has more than three tracks. In the three track system two of the main tracks are devoted to regular east and west bound traffic respectively. The center main track is devoted to east bound traffic for a portion of the twenty-four hour period, and to west bound traffic for the remainder of the period. Including other portions of the road the line between Aurora and Clyde (three track system) is equipped with manual block signals, known as the lower quadrant two-position type. At each block station are two sets of bracket signals governing east and west bound movements respectively. Each set of signals has a home signal, and a distant signal which operate in combination with each other governing the movement of trains at the entrance of the block but never beyond. The normal position of these signals is "stop." In operation it is the aim never to allow more than one passenger train in the same block. A green light at night or dropping the board of each respective signal sixty degrees below the horizontal in the day time, indicates "clear."

These signals in their present form were installed by the Chicago, Burlington & Quincy Railroad Company about twenty-three years ago, at the time when this road was the pioneer western road in operating its trains by means of block signals. But in order to permit of the permissive operation of freight trains (i. e.) allowing more than one train in the same block, the present system was adopted to permit of doing this. For example, when both the home and distant signals show "clear" it indicates a clear block at the entrance. When the home signal shows "clear" and the distant signal "caution" at the entrance of the block, it indicates that the block is occupied and the train must proceed through the block with caution. Never does any distant signal in the system, as now installed, indicate the condition of the block in advance.

The block signal system, as now installed, is weak in two particulars. The first of these is, that no advance indication is given at the entrance of each block. When this system was first installed, it was at a time when there was little experience in the operation of trains by block signals, and when the amount of traffic was, perhaps, fifty per cent less than what it is at the present time. Seemingly it fulfilled its purpose satisfactorily, as has been demonstrated by reason of the fact that no collision has ever occurred on this division before. Even today, with the increased amount of traffic, the character of the employees, and the good discipline in force, the system, as at present installed might serve its purpose satisfactorily if the atmospheric conditions were always favorable, and you could always depend on the strict observation of signals; and provided further that no errors or blunders are committed by the operators.

It has been said that if the road had been equipped with automatic block signals, in all probability, the train accident in question would not have occurred, because, if such a system was installed in accordance with the best practice, there would have been distant signal indications noting the condition of the block in advance. The mere fact that the signal operates automatically instead of manually, is no indication that it would be better observed, if the basis of the system was the same as this one now in use. There can be no question but that the first cost of the automatic block system is far in excess of the manual block signal system. In connection with the cost of maintenance and operation of block signals, the Chicago, Burlington & Quincy Railroad Company submit a comparative statement, giving an estimated cost of one hundred and fifty-five miles of automatic blocks and the same number of miles equipped with manual blocks. Leaving out all question of first cost of each installation, the interest on investment, depreciation, cost of maintenance and cost of operation for the entire one hundred and fifty-five miles is figured at \$55,196.00 for the automatic block signals and \$88,187.00 for the manual block signals per annum. These figures are submitted as tending to show that it was not a matter of expense which finally decided the Chicago, Burlington & Quincy Railroad Company in extending its manual block system in preference to the automatic block system. So far as the cost of operation of the manual block system is con-

cerned, it would be proper to state here that some allowance should have been made of wages paid some block signal operators who must be retained for other services, regardless of the character of system in use.

The contention of those who favor manual block signals, is that the presence of the person acting as block operator has a moral effect on engine men to be careful in observing and obeying signal indications. It is also the contention of the friends of the manual block system that the least number of collisions occur under this system, but it must be remembered, that in most cases, the manual block system is installed on lines of road where traffic is not very heavy.

The question of the superiority of the automatic block signal system as compared with the manual block signal system would be considered as a mooted one. As of Jan. 1, 1912 there were 20,335 miles of steam road in the United States equipped with automatic block signals and 56,075 miles of road equipped with manual block system. In Illinois this mileage was 3,781 and 1,493 respectively. In the use of the automatic block signals no such moral effect as the presence of a block operator is at hand, and therefore engine-men are apt, and do occasionally run by stop signals also, because of faulty apparatus, improper maintenance, or for other reasons not always known, false "clear" indication are given occasionally which are a great menace to safety. On the other hand here an operator of the manual block system might give a "clear" indication when it was improper to do so.

That the Chicago, Burlington & Quincy Railroad Company has had remarkable success in the operation of its trains under the present block system, especially on the division between Aurora and Chicago, must be due to the extraordinary discipline maintained, the exceptional character of its employees, and the close supervision of its officers. Aside from the train accident in question, it would seem that this company has been free from collisions, not because it operated its trains under the block system which could not be considered as being sufficient for the purpose, but in spite of it. Respecting such changes as can be made in the present block signal system in use in the shortest time possible, it be our recommendation that distant signals be installed in connection with each home signal in order that indication may be had of the condition of the block in advance. Under certain atmospheric conditions the use of the distant signal is absolutely necessary.

Safety in the operation of the manual block signal might be still further amplified by use of lock and block machines as one step, and by the introduction of track circuit as a second step, but the practicability of this would depend on many factors.

The other point of importance is the rule which permits the block operator to say that a train has passed out of the block when the rear end of it has passed one hundred and fifty feet beyond the block signal. As a matter of fact, a train has passed out of a certain block immediately as the rear of the train passes the block signal, but we question the safety of reporting any train as having passed out of the block under the present block system in use and in accordance with the rule which reads:

"When a train enters a block the signal man must give "4——" and the time, to the next block station in advance, and when the train has passed the home block signal and the signal man has seen the markers, he must display the "stop signal" and when the rear of the train has passed one hundred and fifty feet beyond the home block signal he must give "20 of —" and the time to the next block station in the rear.

This information must be entered on the block record.

Note: The blanks following the telegraph signals in rules 317 (A), 317 (B), 318 (A), and 318 (B) and 319 are to be filled by the number or designation of the train."

In our judgment this rule should be changed so that no block operator would be permitted to report a train as having "cleared," unless he knows that the train has advanced to a point in the adjoining block within which it would be possible to stop the following train operating under the fastest schedule without colliding with the train in advance.

Such train accidents as the one herein referred to, when thirteen persons were killed and twenty-nine injured, the one on July 4th, near Corning, New York, on the Delaware, Lackawanna and Western Railroad in which forty-one lives were lost, the one on July 5th, on the Ligonier Valley Railroad in which twenty-one lives were lost, occur with appalling frequency. In all of these accidents there is always present the human factor which must be reckoned with, regardless of the kind of block system in use—whether it be manual or automatic. Such accidents as these led congress to adopt a joint resolution, approved June 30, 1906, directing the Interstate Commerce Commission to investigate, among other things, the subject of automatic control of trains. At the end of four years, the block signal and train control board which had direct charge of this investigation for the Interstate Commerce Commission reported in effect that automatic control of trains was practical.

Considering the volume of traffic handled, and the speed of the trains, it seems to us that the human factor should be assisted as much as possible with automatic appliances that will apply the train brakes automatically in case of failure to understand, comprehend and obey signal indications. It will not do for railroads to say offhand that automatic control of trains is impracticable when they have made no earnest effort to make use of such devices as are available. Such devices are in use on the lines of the Washington Water Power Company, the Pennsylvania Railroad in New York City, the Hudson & Manhattan Railroad, and the Erie Railroad and there is now an installation on the San Francisco, Oakland & San Jose Railway.

It is perhaps too much to say that every automatic stop device on the market could be made use of without some development in actual service, but it is apparent that if the railroads would use the same energy in developing automatic control devices, as in the case of automatic couplers, train brakes and block signals, and make use of their devices, such accidents as occurred on the line of this road at Western Springs would be practicably impossible.

Regardless of the character of the block signals in use, provided, of course, it is a system under which trains can be used expeditiously, it is our judgment, that it is incumbent upon such roads as handle traffic in character and volume similar to that handled by the Chicago, Burlington & Quincy Railroad Company, to make every effort to adopt and make use of, at the earliest moment possible, devices which shall have for their object the automatic control of trains in order that employees who man the trains and the traveling public may be carried in safety.

While it is true that the operator in the tower at Western Springs technically violated no rule, yet a thoroughly trained operator using good judgment, would undoubtedly have notified the tower operator at Hindsdale to set the board against train No. 8, until it was positively known that train No. 2 was out of the block.

It is equally true from the record in this case, that while in a general way the printed rules and regulations of the railroads, if strictly complied with, would prevent many of the accidents which occur, it is also true that these rules are not thoroughly enforced, that they are not thoroughly studied, understood and practiced by all of the employees, and if a school of instruction in relation to the rules, their meaning, and the importance of carrying them out in detail, also the responsibility of all persons in every department connected with the operation of railroads, was organized by the several railroads, and a reasonable time and opportunity not only given all employees, but their attendance required at such schools of instruction, this with the hearty coöperation of both the management and employees would, in our judgment, materially increase the efficiency of the entire service and reduce the number of accidents to a minimum.

The principle of conservation of lands, waters, forests and mines, which has in recent years taken such a hold on the public mind, should now be extended to the conservation of human life, and when the general public, together with the stockholders, directors and all railroad authorities, put the conservation of human life first, and the rate of speed second, we will have taken one long step in advance.

Managers and superintendents of railroads should be selected because of their record for safety and conservation of life, as well as their ability to conserve the property and pay dividends and we will then have taken another advanced step in transportation.

When employees in the operating department of railroads are, by the management thereof, promoted and advanced because of their well-known diligence and ability in the conservation of human life and their interest in the safety of operation, the railroads will have created a stimulus among their employees, which will insure their coöperation, increase their efficiency and decrease accidents to a minimum.

The primary responsibility for bringing about these conditions, must necessarily be assumed by the management of railroads, and the first step should be taken at once by them. It will, however, require the hearty coöperation of all employees if it succeeds, and without that, no railroad management could possibly succeed.

Trainmen should be commended first of all for the safety with which they operate their trains, whether it results in getting into the depot on time or not.

It is absolutely useless to publish rules, that if complied with, would result in safe operation, unless when the employee obeys such rules and runs with safety, although delayed, he is commended for doing so. We doubt if an engineer was ever censured for violating a rule, in relation to running in the fog, if he made his time and delivered his passengers at the depot safely, although the rule itself condemns the action as dangerous.

As already stated, criticism of either the railroad management or the individual employee can result in but little benefit and will never bring about the desired safety of operation. The great need is a more perfect organization, a more thorough course of instruction, and a hearty coöperation of all persons in any way connected or interested in the operation of railroad trains, and we most earnestly urge all railroad officials, in some practical manner to at least give this suggestion a fair trial, and their employees an opportunity to receive this instruction.

With the same earnestness we call upon all railroad organizations and employees to coöperate with the management of the respective railroads in bringing about, what we believe will be a much better condition of affairs.

Let the first aim of all be safety; second, speed. With these two principles, the result will be improvement.

Dated at Springfield, Ill., this 7th day of August, 1912.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

ACCIDENT AT STATE AND LAKE STREET, CHICAGO, ON AUG. 8, 1912, COLLISION BETWEEN WEST SIDE ELEVATED RY. AND SOUTH SIDE ELEVATED R. R.

Chicago, Ill., Aug. 9, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your verbal instructions of April 8, 1912, I made an investigation of the accident which occurred on the Union Elevated Loop in Chicago, August 8, 1912, and respectfully submit the following report:

1. The accident occurred at 6:05 a. m., Aug. 8, 1912, on the inner track of the Union Elevated Loop at the station of State and Lake streets. For some eight hours previous to the accident, the inner track of the loop had not been used on account of the installation of special manganese rails on the curve at Lake st. and Wabash av., one block east of the scene of the accident, the traffic of the four elevated lines being routed over the outer loop track during these eight hours.

2. A short time previous to the accident, the use of the inner track for South Side Elevated R. R. Co. and Metropolitan W. S. Elevated Ry. Co. trains were resumed.

3. A South Side Elevated R. R. Co. regular passenger train consisting of motor car No. 291, with three trailers, had stopped at the platform of the station at Lake st. and State st., and had just about discharged the passengers when a Metropolitan W. S. Elevated Ry. Co. regular passenger train consisting of motor car No. 912, and two trailers, approached the station, and collided with the rear end of the train standing at the station.

4. The collision resulted in a broken air pipe on the rear car of the South Side Elevated R. R. Co. train, and as far as can be ascertained, no injury to passengers. One passenger claimed personal injuries, and was taken to a hospital where the medical staff examined him and found no injuries.

5. The Met. W. S. Elev. Ry. Co. train, motor car No. 912, was in charge of motorman, Frank Fox, who has been in train service on that line for eighteen years, with a previously clear record.

6. The accident was due, in a large measure, to the presence of grease on the Manganese rails at the curve, the grease having been carried along by the wheels of the trains which has passed previously. The curve is so sharp as to demand constant rail lubrication, and on account of the installation of the new rail, heavy lubrication was used so as to insure trains passing over the new rails safely, and without too much noise.

7. All motormen were warned by employees on the loop of the presence of this excessive amount of lubrication, and the accident was due to the slight misjudgment of Motorman Fox as to the braking distance on this heavily lubricated rail.

8. The collision is stated to have occurred without any great force, no windows were broken, nor were any passengers knocked down or off their seats.

9. The train in charge of Motorman Fox, after leaving the curve, only had to travel some two hundred or two hundred and fifty feet to the point where the collision occurred, and there was but little chance for any serious accident as the speed around the curve is necessarily slow, and but little headway can be gained in approaching the Lake and State Street station where all trains stop.

10. The accident was slight, and Motorman Fox undoubtedly but slightly misjudged the braking distance, under rail conditions that were new to him, and it would only seem fair to absolve him from blame, especially in view of his long and good record with the company in train service.

11. The total delay to the two trains concerned in the accident was but four minutes, which in itself shows how slight the accident was.

Yours very truly,

W. A. VAN Hook,
Assistant Engineer.

ACCIDENT AT CLIFTON TERRACE ON AUG. 22, 1912, DERAILMENT ON CHICAGO,
PEORIA & ST. LOUIS RY.

East St. Louis, Ill., Aug. 28, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions of August 24th, I made an investigation on that date of the accident which occurred on the 23d between Alton and Clifton Terrace on the C. P. & St. L. Ry., and find the following facts:

1. This was a derailment of an extra freight train, north bound, consisting of engine, four (4) cars of wrecking outfit, one (1) box car, one (1) coal car and caboose in charge of engineman W. J. Williams and conductor A. H. McDowell.

2. On account of the turntable at Alton not being in service, the engine was hauling the train backing. They left Alton roundhouse at about 12:25 p. m. and on a short curve about four miles (4) miles north the derailment occurred, the time being about 12:50 p. m.

3. The track is 70 pound steel rails thirty (30) and thirty-two (32) feet long, singled spiked on both sides and a few tie plates and rail braces used.

Seventeen (17) to twenty (20) ties are under each rail laid on tight ballast, the alignment and surface of which are poorly maintained. Inspection of the track for a distance of fifty (50) rail lengths south of the point of derailment showed decayed rails to be located as follows:

Rail Number.	Decayed Ties.	Rail Number.	Decayed Ties.	Rail Number.	Decayed Ties.
1	0	18	0	35	1
2	4	19	1	36	2
3	6	20	2	37	1
4	4	21	0	38	2
5	4	22	3	39	3
6	0	23	2	40	1
7	1	24	2	41	3
8	Bridge	25	0	42	5
9	"	26	Track	43	4
10	"	27	covered	44	2
11	5	28	by slide.	45	0
12	2	29	4	46	1
13	2	30	1	47	1
14	2	31	4	48	1
15	3	32	2	49	2
16	2	33	2	50	0
17	3	34	2		

The condition of the track north of point of derailment is similar to that found south of it and the general surface is very irregular. Very little of the track is straight as it parallels the Mississippi River in a winding course along the east bank.

4. The only speed restriction over this track is by special time card rule No. 18 which requires engines of the class concerned in this accident to not exceed a speed of twenty (20) miles per hour while backing and fifteen (15) miles per hour while backing around curves. The time card rating for through freight trains is about ten (10) miles per hour or one (1) mile for each six (6) minutes and from testimony of the train crew they consumed about twenty-five (25) minutes in going less than four (4) miles. This indicates that special time card No. 18 was not violated and the speed was not in excess of what the rule permitted.

5. The engine, No. 62, was a regular freight engine weighing exclusive of tender, 82½ tons and a total weight of engine and tender with full supply of coal and 7,000 gallons of water, 147.8 tons. Engine and cars were all equipped with automatic air brakes and all in operation at time of accident. Examination of the tires and flanges of both engine and tender showed the engine drivers in fair condition and the tank wheels to be in excellent condition and properly gauged.

Examining the track at point of derailment I find the base of the inside rail and ends of ties for a distance of about thirty (30) feet are beneath the surface and somewhat lower than the outer rail. An indentation running diagonally at a distance of about ten (10) feet is found across the ball or top of the outer rail. This was made by the wheel of the tender as it passed over and left the rails. The derail truck continued on the ties for a distance of about ninety (90) feet when it bunched displacing the ties and leaving no support for the rails, they broke under the weight of the engine drivers. The engine moved about seventy-five (75) feet and fell to the inside of the curve.

7. From all information obtained I am inclined to the opinion that the water splashing in the cistern of this large tender, caused in a great degree by the uneven condition of the track, made the tender rock until it lifted the truck from the rail. From testimony of crew the speed of the train appears not to have been excessive for a track of good construction and

maintenance and until the roadbed of this line is improved similar accidents may be expected. Engineer W. J. Williams and brakeman T. J. Brown were killed.

Respectfully submittea,

A. R. LAYMAN,

Safety Appliance Inspector.

INSPECTION OF CINCINNATI, HAMILTON & DAYTON R. R. TRACK BY THE ASSISTANT ENGINEER.

Chicago, Ill., Aug. 29, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

In accordance with the chairman's verbal instruction of August 27th, I made, on that date an inspection of the condition of the tracks of the Cincinnati, Hamilton & Dayton Railway Company in the vicinity of the derailment of August 25th, near Casner, second station on that line east of Decatur, and also looked over the track between Decatur and Casner.

This track is laid with light rails made in 1888. The rail appears to be about 56 pounds per yard. The ties are cedar and gum principally, and spaced sixteen to the thirty-foot rail. The rails are connected at the joints with four hole fish-plates, with four hole angle bars at an occasional joint, presumably where the fish plates have been broken sometime or other. The rail is laid with even joints on tangent and broken joints on curves, and each joint is supported by a tie, contrary to the usual practice of today of having joints suspended on two ties. The track is ballasted with gravel and cinders.

In the immediate vicinity of the derailment the track is in very poor condition. Fully one-third of the cross ties are not fit for service on account of decay and breakage. The spiking is very loose; some spikes are missing, and in case of the ties supporting the joints, the constant hammering on the joints has resulted in serious cutting of the ties. Two, three and four of decayed and broken ties are often adjacent to each other, so that in many places the rails are not properly supported in distances from six to eight feet. The track line and surface are poor.

Between Decatur and Casner, the conditions, as a whole, are not so serious as those in the immediate vicinity of Casner, but the track conditions at any place cannot be considered more than fair. There are many rough spots in the track and many poor and broken ties. One broken fish-plate was noticed, and the indications were that the break was of long standing.

With respect to the 56lb rail, the question of its serviceability in the main track is debatable. Trainmaster Hoffman informs me that the heaviest engines used on this division are 59 tons. The rail, while it shows the effect of long usage and poor maintenance, in a way, is still sound. It was made at a time when much better rails were manufactured than can be secured today, and the general experience with these rails is that it shows much less breakage than that now manufactured. Trainmaster Hoffman also informs me that the average daily traffic of this branch is three passenger and three freight trains each way, making a total of twelve trains per day. The ballasting in many places is insufficient, in some rather narrow fills were noticed. The track is full of weeds, and there is every indication of poor maintenance.

With respect to the bridges, from a casual inspection the conditions are better. The timber seems, in general, to be sound, and it was noticed that certain repairs had been made where needed.

The inspection was not such as to justify saying that in each and every case the bridges are safe and in good condition, but there does seem to be better maintenance of the bridges than of the track.

The statement in regard to the ties supporting the rail joints is perhaps a little misleading. The use of fish plates at the rail joints produces a very weak joint, necessitating the use of supporting ties, but the practice is bad,

and these fish plates should have been replaced long ago, permitting the use of joints supported on two ties. The use of opposite joints in track is a debatable question, and is the present practice on the Chicago and North-western Railway and many other railroads.

In going from Springfield to Decatur it was noticed that there were many rough spots in the track, although this is a much newer line than east of Decatur. The rail is heavier, but the ballasting condition is even poorer.

Attached are some newspaper articles which appeared in the Decatur Review, August 27th, and the Decatur Herald, August 28th. The latter paper also prints three cuts of photographs of the track taken at the point of derailment. These photographs give some indication of the track conditions. On the whole, I would say that a thorough inspection of this railroad is needed. While the question as to whether a heavier rail is needed is debatable, it is certain that many new ties are needed; that the present fish plates should be replaced with better type of rail joint; that reballasting is necessary in many places and better care should be taken of the track and road-bed. The track and right-of-way is full of weeds and the conditions generally are very unkempt.

It is my understanding that the wreck was primarily due to a broken flange on the tank of an engine. A broken flange generally results in a derailment and practically always so results, unless the break is found before a great distance has been traveled.

It is entirely possible that the poor condition of the track was the secondary cause of the derailment at this point, but derailments on account of broken flanges do occur on tracks maintained in the very best condition, and it does not seem to me that condemnation of the track can be fairly made because of this derailment. Nevertheless the track does not appear to be safe, and I would respectfully suggest to the commission the necessity for improvement in the track conditions on this branch.

Yours very truly,

(Signed) W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT AT PARKWAY STATION ON AUG. 29, 1912, COLLISION BETWEEN ILLINOIS
CENTRAL R. R. AND SUBURBAN R. R.

Chicago, Ill., Aug. 31, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions of August 30th, I visited Parkway, and made an investigation of the accident at that point which occurred Aug. 29, 1912, at a grade crossing of the tracks of the Illinois Central Railroad Company with the tracks of the Suburban Railroad Company and found the following facts:

1. The Suburban Railroad Company passenger car No. 506 proceeding west on the west bound main track approached the grade crossing with the double track of the Illinois Central Railroad at Parkway Station. The car made the stop required by law before crossing the tracks of the railroad company, started up and had proceeded part way over the crossing when struck by the Illinois Central Railroad Company's suburban passenger train No. 42, running east bound on the east bound main track. The accident occurred at 3:35 p. m.

2. At Parkway the double main tracks of the Illinois Central Railroad run northwest and southeast while the double main tracks of the Suburban Railroad Company run approximately east and west, making however short turns on both sides of the Illinois Central Railroad tracks for the purpose of making a nearly square crossing.

3. The Illinois Central Suburban train No. 42 consisted of engine No. 1850 and ten passenger cars, seven of which were additional to the regular equipment of this train on account of a picnic west of Parkway. The train was in charge of engineer D. Crowley, fireman E. Baldwin, conductor H.

Troy, head brakeman C. W. Kimball and rear flagman H. J. Troby. This train was due at Parkway at 3:22 p. m. and was about thirteen minutes late at the time of the accident. The suburban electric car No. 506 was in charge of motorman William Corrigan and conductor A. Mumm.

4. The joint investigation was held by the officers of these two roads on the afternoon of August 30th and was attended by the undersigned. All of the employees named, except the conductor of the electric car were interrogated, as where other witnesses to the accident.

5. In the terms of the contract dated March 5, 1907 between these two railroad companies, a copy of which is attached, it is provided that no car of the Suburban Railroad Company shall pass over the crossings until it has stopped within fifty feet of the crossing and has been signaled by some employee of the Suburban Railroad Company standing on the crossing.

The testimony shows that Conductor Mumm of the electric line, when his car had stopped about fifty feet more or less east of the crossing and had walked ahead to within some ten feet of the crossing. The motorman says and is corroborated by eye witnesses, that when he stopped the car, he stepped to the south side of the front platform and looked east along the Illinois Central Railroad tracks and saw that the way was clear. Stepping back in front of the controller he looked ahead and was signaled by Conductor Mumm to go over the crossing. He started the car forward, and Conductor Mumm jumped on the front step while the car was in motion. When part way over the crossing the conductor said, "Stop," and his first thought was that the trolley was off. His car was still moving, and becoming excited he seems to have looked east along the Illinois Central Railroad tracks, then west and saw train No. 42 approaching and at that time within a distance of about seventy-five feet. He said he tried to reverse the current feeling that that was the only way to escape the collision. His car seems to have stopped dead on the track and both he and the conductor jumped off before the collision.

6. Engine No. 1850 struck the electric car a foot or two in the rear of the front platform, knocked the car off the tracks and on to the depot platform in the south angle of the crossing, turning the car over and breaking in a portion of the platform which is slightly elevated above the ground. Engine No. 1850 was stopped when its cab was some five feet over the crossing with the south track of the Suburban Railroad. The trucks of the electric car become detached and the body of the car was rather seriously damaged, but it was afterwards hauled away on other trucks. Engine No. 1850 received but minor injuries.

7. Eight hundred feet on each side of the crossing the Illinois Central Railroad Company maintains crossing boards. The testimony as to whether the Illinois Central Railroad train No. 42 made the stop required by law before going over the crossing varies considerably and two trainmen in charge of car No. 506 do not know whether the stop was made or not. Engineer Crowley and Conductor Troy say that the train was stopped about seven hundred feet west of the crossing. Fireman E. Baldwin says the train was not stopped, but was slowed down to one or two miles per hour. The Illinois Central Railroad day and night operators at Parkway say that the train did not stop and had approached the crossing at a speed of eight or ten miles per hour.

At the time of the accident a work train was approaching the crossing from the west on the east bound track of the Suburban Railroad and T. McGowan, motorman of this work train and two other eye witnesses of the accident who were riding on the work train said that the Illinois Central Railroad train No. 42 did not stop for the crossing and on the contrary had approached the crossing at a speed of from twenty-five to thirty miles an hour; that they based this on the fact that the work train was approaching the crossing at a speed of about twenty miles an hour and that the railroad train was making a higher speed than the work train.

8. Engineer Crowley states that after making the stop seven hundred feet west of the crossing, he immediately started up and when within some four hundred feet of the crossing saw the electric car crossing ahead of him; that he made an emergency application of the air brakes and re-

versed his engine, but that on account of the stop made for the crossing the air pressure in the brake cylinders was still low and that he could not stop in time. He also states that his train was moving at a rate of not over four miles per hour at any time after the first stop was made. The fireman states that he was on the fireman's seat when approaching Parkway; that the train was slowed down to perhaps two miles per hour and that the engineer then began working steam to pull into the depot. He said he was looking ahead all the time and did not see the electric car nor any person on the crossing signaling to any electric car till when within some four hundred feet of the crossing, and that he then saw the car at the same time the engineer saw it. The engineer stated that when he made the stop he did not look for any electric car nor does the fireman seem to have been looking for any obstruction on the crossing.

9. Just west of the crossing, what is called the Harlem branch of the Illinois Central Railroad used by the trains of the M. St. P. & S. S. M. Ry. Co. approaching Parkway from the north forms a junction with the Illinois Central main tracks. The testimony shows that this junction has been used about nine months and that previous to the construction of this junction no stops were made by the trains on the Illinois Central Railroad for the electric line crossing, and the general trend of the testimony of the Illinois Central Railroad employees concerned in the accident is that absolute stops over the crossing are not usually made.

10. Previous to Aug. 10, 1912, for a period of a month or more the Suburban Electric had stationed on Sunday on this crossing a flagman, and electric cars went over the crossing at Parkway without stopping after a proceed signal was received from this flagman, but on week days the customary stops were made and cars did not proceed until conductors had first gone ahead to see if the way was clear.

Aug. 10, 1912 the officers of the Suburban Railroad Company having learned in some way the provisions of the grade crossing law in this State posted in the car barn this bulletin:

"County Traction Company, Harlem Avenue Station, Aug. 10, 1912. Notice trainmen. All cars must come to a full stop before crossing any steam railroad tracks if there is a flagman there or not.

[Signed] L. A. GILBERT.
(W. C. L.)"

The testimony of employees of both roads is that the provisions of this bulletin are obeyed by trainmen in charge of cars on the electric road.

11. In the vicinity of this crossing there is but one obstruction to view, the Illinois Central Railroad depot. Car No. 506 however was approaching the crossing on the opposite side of the Illinois Central Railroad tracks from the depot and there was nothing to obstruct the view of the oncoming train within at least twelve hundred feet of the crossing. One naturally wonders why the employees on car No. 506 did not see the train approaching the crossing, but the testimony of the motorman is to the effect that the conductor, A. Mumm has only worked for the electric cars two months; that he is an elderly man and very awkward in getting on and off of cars; that he does not seem to understand what he is doing, and that the motorman has been continually worried in the two months that they had been working together for fear that the conductor might be injured in getting on and off at these crossings.

12. The testimony of the Suburban Railroad Company employees also brings out the fact that there are no train rules. When employed they receive only verbal instruction in handling of cars; that they receive no examination on train rules or instruction of any kind, and that they do not seem to know what is really required of them at grade crossings, except that they are to stop the car and the conductor has to go ahead.

This collision seems to be due to several causes. The first fault lies with the conductor of electric car No. 506 in that he went ahead of his car when the motorman made the proper crossing stop and signalled the car to proceed over the crossing. Either because he failed to look for the on-coming train, or he had looked and thought there was no time to go ahead of it.

The motorman is also somewhat at fault in that he looked down the track of the Illinois Central in but one direction. But notwithstanding these two men are at fault, the fact remains that they were never properly instructed in the operation of cars nor instructed in the grade crossing law provided under the statutes of this State.

Whether Engineer Crowley made the crossing stop or not, by his own statement it is definitely known that he made no effort to see that the way was clear and that he was performing but a perfunctory duty if he actually did make the stop. His fireman is at fault for he was sitting on the side of the cab on which the electric car was approaching and failed to see what must have been plainly evident; and that the engineers of the Illinois Central Railroad Company entirely disregarded this electric line crossing is evidenced by the fact that no stops were made till after the construction of the Harlem branch junction. The disregard of electric line crossings by steam railroad engineers prevails throughout the State and with at least tacit consent by operating officials.

13. On page 4 of the contract covering these crossings is the following paragraph:

"In passing over the said grade crossing, engines and cars on any track of the party of the first part shall have precedence over cars or motors on the tracks of the party of the second part."

In making these provisions, undoubtedly there was no intention of displacing the provisions of the grade crossing law, but the fact remains that for many years this law was violated constantly with the knowledge of the Illinois Central Railroad officials and that the practice was not stopped because of any danger at the electric line crossing at Parkway but because of new dangers brought about by the construction of the Harlem branch junction.

14. This is but one of many grade crossing accidents but is one which could be turned to profit. I would respectfully suggest to the commission that the Suburban Railroad Company be required to formulate standard operating rules with instruction and examination of all employees in the rules.

I would also respectfully suggest that there is a necessity for a bulletin from this commission defining and clearly explaining the grade crossing law of this State, with special attention given to the crossings of steam roads with electric lines and that all railroads in this State be required to instruct their train employees in the law and in any ruling the commission may see fit to make.

The question of interlocking at this crossing or the separation of grades has been before the commission for some time in case No. 599 and the desirability of protecting this crossing or separating the grades has already received attention of the commission.

Yours very truly,

W. A. VANHOOK,
Assistant Engineer.

ACCIDENT AT ST. ELMO ON AUG. 29, 1912, PASSENGER TRAIN DERAILED OF ILLINOIS CENTRAL R. R.

East St. Louis, Ill., Sept. 5, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Pursuant to your telegram of August 29th concerning the accident on the Vandalia R. R. at St. Elmo, I visited the scene of the accident and attended a joint investigation held by the officers of the Vandalia and Illinois R. R. and find circumstances as follows:

1. This was a derailment of an Illinois Central passenger train while being detoured over the tracks of the Vandalia R. R. The Vandalia received a request from the Illinois Central to detour five (5) trains from Effingham to Vandalia and there being but two (2) crews at this point available for pilot service they were assigned by using two (2) engineers, two (2) conductors and two (2) flagmen.

Conductor McClosky and Flagman Pilant were assigned to the first train, Mr. Pilant riding the engine to pilot the engineer and Mr. McCloskey riding the rear car. They left Effingham at 1:08 a. m. ran seventeen (17) miles and were derailed by the C. & E. I. interlocking plant at St. Elmo about 1:29 a. m.

2. The train consisted of engine, express car, baggage car, four sleepers and observation car. Engine and four (4) cars left the rail. Four trespassers riding forward end of the express car were injured, one resulting fatally. None of train crew or passengers being seriously injured.

3. Alignment of track is a continuous tangent for a distance of ten (10) miles east of point of derailment, profile of track is slightly undulating and weather conditions were favorable it being a clear moonlight night.

4. The signals of the interlocking plant were set against this train and were seen by the crew for a distance of three or four miles. As they approached from the east the signals read as follows: first, distant signal of interlocking plant which was green and indicated caution, second, home signal of interlocking plant which was red and indicated stop, third, train order and manual block signal at the office (about 1200 feet west of home signal) which was white and indicated a clear block.

As shown by a diagram the C. & E. I. track parallels the Vandalia Line at this point crossing diagonally at an acute angle. The home and distant signals on the C. & E. I. track are located just opposite the Vandalia's about 200 feet to the north. The color signals governing interlocker on Vandalia are green for caution and white for proceed on the distant signal and on the home signal red for stop and white for proceed.

On the Illinois Central R. R. the colors are different, the distant signal displaying green for proceed and yellow for caution while the home shows red for stop and green for proceed. The C. & E. I. R. R. use the same colors as the Illinois Central. Just prior to the accident a C. & E. I. freight train moved south over the crossing and the signals had not been changed.

5. The brakeman (Mr. Pilant) who was piloting the I. C. R. R. train has had twelve years experience as a brakeman, six (6) of which was with the Vandalia but this was the first train he had piloted over this division. His testimony and that of Engineer Ryan conflict in regard to what was said and done as they approached the interlocker. From a perusal of their testimony it is evident that Mr. Pilant was not on the alert as he should have been and under the circumstances did not direct the movement and control of this train as he should. Evidently they were running at a high rate of speed and if the engineer was not properly piloted I can readily see mitigating circumstances which could confuse and mislead him. It is probable that he misunderstood the color signals which govern this interlocker only to realize his mistake too late.

The distant signal he passed showing green and indicating caution on this line would mean proceed on the road he regularly runs over. Furthermore as he was on track with which he was not familiar it is possible that the C. & E. I. home signal (standing to the right of the Vandalia home signal and indicating clear) also confused him. About 1200 feet beyond the home signal stood the train order and block signal which was set for clear and the testimony shows that when they were within three (3) miles of St. Elmo the pilot stated that the block was clear for them and nothing more being said the engineer was left to use his own judgement.

6. Responsibility for the safety of a detouring train rests in a great degree with the pilot who rides the engine and in my judgment it would be safer to use either a competent engineer or a fireman instead of a trainman as was done in this case. As the result of the investigation the following facts are revealed:

(1) This accident was caused by a disregard on the part of those riding the engine, of signals intended to prevent accidents of this character.

(2) The signals and interlocking apparatus provided by the railroad company for the prevention of such accidents performed their intended functions and would have prevented the accident had they been properly regarded.

(3) To prevent accidents which are likely to occur by a disregard of signals which are used to insure safety, automatic train stopping devices should be installed that will bring trains to a stop in case the signals are disregarded.

Respectfully submitted,

A. R. LAYMAN,

Inspector.

ACCIDENT AT EAST ST. LOUIS ON AUG. 27, 1912, PASSENGER TRAIN DERAILED ON
ILLINOIS CENTRAL R. R.

East St. Louis, Ill., Sept. 5, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your instructions of Aug. 27th I visited the scene of accident which occurred on the Illinois Central R. R. near E. Et. Louis and investigation of the nature and causes of this accident developed the following facts:

1. This was a derailment of south bound passenger train No. 205 at about 8:25 a. m. on the morning of Aug. 27th. This train left relay depot, East St. Louis at 8:05 a. m., and had proceeded about four miles when on a straight piece of track and running at the rate of about 30 to 35 miles per hour, the front truck of the engine tender left the railroad four other cars of the train were derailed. The train consisted of engine No. 1042, a large Pacific type locomotive having a total weight of 112 tons exclusive of tank, one mail car, one mail and express car, baggage car and four day coaches. The first car and last car of train were of steel construction all other wooden.

2. The track has the appearance of being in good condition so far as ties, rail guage and alignment are concerned. It is of 80 lbs steel rails well spiked to red oak ties most of which were placed in 1908. The ballast is of crushed limestone. There was found at point of derailment an indentation on top of right rail about 24 feet in length which was made by flange of tank wheel as it passed over and left the rail.

3. An examination of the flanges of drivers and wheels of tank showed them to be in good condition and there is very little evidence indicating that this derailment should be charged to a mechanical defect of the engine or tank. The tank is one of the largest in use on the system, the cistern of which is twenty-four feet, nine inches long, ten feet wide, and six feet above the floor, having a light weight of 73 4-5 tons with a capacity of 9000 gallons of water and about 14 tons of coal. Splash plates are used in the cistern to check the tide of water at it surges to and fro and the side bearings are of the roller type and placed 52 inches from center to center of side bearing, both front and back being the same.

4. From testimony of men who have used the engine, I learned that on track of good construction and maintenance there is very little rocking or side motion but on track that is uneven the rocking is very noticeable.

5. The causes of tank derailments differ and it is very difficult to give an explanation of some cases. It has been a source of much trouble to railroads and some of our best motive power experts differ as to causes. In the case mentioned in this report the forward center casting was found broken after the derailment and the rollers of left side bearing were worn out of circular. I am not prepared to say that these defects caused the derailment yet they may have contributed to it. The track at point of derailment might have been uneven or some portion of the machinery becoming loose might have lodged under the tank wheel and a combination of such things acting concertedly at the psychological moment could have caused this derailment. Some of the train crew received minor injuries, no passengers were hurt.

Respectfully submitted,

A. R. LAYMAN,

Inspector.

ACCIDENT AT TWENTY-SECOND STREET AND FIFTY-SECOND AV., CHICAGO, ON
SEPT. 4, 1912, COLLISION BETWEEN SUBURBAN R. R. AND METROPOLITAN
WEST SIDE ELEVATED RY.

Chicago, Ill. Sept. 10, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your verbal instructions of September 4th, I went to 22nd st. and 52nd av., Chicago, and made an investigation of the grade crossing collision at that point on Sept. 4, between trains of the Suburban R. R. Co. and the Metropolitan West Side Elevated Ry. Co. and found the following facts:

1. At 7:10 a. m., Sept. 4, 1912, Suburban R. R. Co. car No. 112 proceeding south on the southbound main track of that company in W. 22d st., struck the third car of Metropolitan West Side Elevated Ry. Co. train, proceeding west bound on the west bound main track of the elevated railway, resulting in the death of J. J. Johnston, motorman of Suburban R. R. car No. 112, and injuries to twelve passengers on the same car.

2. Previous to Aug. 1, 1912, the terminus of the Douglas Park branch of the Metropolitan West Side Elevated Ry. Co., was on the east side of 52d av., but on that day, the new extension of this branch was put into service, extending across 52nd av. at grade to 56th av. The tracks of the Suburban R. R. Co. run north and south in 52nd av., between Lake st. and W. 25th st., and although application had been made for a grade crossing with these tracks of the Suburban R. R. Co. 52d av., (case 667) the crossing went into service on August 1st without the approval and order of this commission.

3. The west bound Metropolitan West Side Elevated Ry. train consisting of four cars; motor 807, coaches 176 and 289 and rear motor 823; was in charge of Otto Koskab, motorman, J. R. Christopher, conductor and two guards.

Suburban R. R. car No. 112 was in charge of motorman J. J. Johnston, and conductor Gus Anderson.

4. When the crossing went into service, both roads had issued bulletins instructing men to stop for the crossing. The Metropolitan West Side Elevated Ry. had stationed a flagman at this crossing to flag the trains of both companies.

5. Just previous to the accident the elevated train pulled west bound into the 52d av. depot, immediately east of the east line of 52d av., and stopped to discharge and receive passengers. When the motorman had received the go ahead signal from the front guard, he whistled twice, and receiving a proceed signal from the flagman on the crossing, Morris Roach, started his train and proceeding across 52d av., had attained a speed of about four or five miles per hour, when the third car in the train was struck by Suburban R. R. car No. 112, approaching the crossing at a speed of twelve to fifteen miles per hour.

6. 52d av. in this vicinity is not paved, and the tracks of the Suburban R. R. Co. are full of weeds. It happened that there was a heavy dew on the morning of the accident, and when car No. 112 approached the crossing at fairly high speed, when the motorman applied the air brakes, finding the crossing occupied, the wheels were stopped, but the condition of the rail was such that the car slid along the track and into the Metropolitan train, with its speed little diminished.

6. This was a new car, whose brake equipment, both air and hand, had been examined the previous night at the barns, and reported O. K. The sand box had been filled, but it does not seem to have been used.

7. Suburban car No. 112 contained some fifty-five or sixty passengers at the time of the accident. When approaching this grade crossing, about fifteen of the passengers were riding on the front platform, and seeing the impending danger, these passengers hurried inside the doors of the car. The death of the motorman makes it almost impossible to define any reason for his not having the car under control at the crossing. He had made previous stops with similarly bad rail, due to the weeds and dew. The crowded front

platform leads one to believe that his attention must have been attracted from his duties, with the result that he at first had either forgotten the new crossing or had not perceived its nearness.

He applied the air brakes in the emergency position, but the wheels locked, and the cars slid along the track. He used no sand, and it is probable that for a time the crowded condition of the front platform precluded any active movement on his part to avert the impending collision.

8. It is disputed how far the car No. 112 was from the crossing when the elevated train started across 52d av. The testimony varied to such an extent that no very great reliance can be placed on it. Several Metropolitan trains were timed at this crossing, however, and it was found that from the time the train started west until the third car would be on the crossing consumed some fifteen seconds.

That the Suburban car was approaching at from twelve to fifteen miles per hour is not disputed. In the space of fifteen seconds, this car, traveling at twelve miles per hour, would cover 264 feet.

9. On this basis, considering the Suburban car to have been over two hundred and fifty feet away from the crossing at the time the elevated train started to cross, the flagman was justified in signaling the elevated train over the crossing.

The Suburban R. R. Co., on its 52d av. line conducts what is really a city street car service, with stops at every block or two. The flagman had every right to expect that the Suburban R. R. car would be brought to a stop before reaching the crossing, and he was holding out his flag signaling the fact that the crossing was occupied.

10. The question of responsibility for the accident seems to depend upon whether the motorman of car No. 112 did all in his power to stop his car. He did fail to use sand on the rail, while sand bins are provided for use in such bad rail conditions.

The only justification for his failure to use sand would be the crowded condition of the car platform, with the excitement of so many passengers trying to crowd into the car. The responsibility for the accident is in a large measure due to the motorman's careless handling of a car under bad rail conditions and while approaching a grade crossing.

The crowded condition of the front platform is in some measure a contributing cause. Along this line, I wish to bring the attention of the commission the use of front platforms of street cars in Chicago by passengers wishing to smoke. The practice is dangerous in the extreme, for it distracts the attention of the motorman, as it probably distracted the attention of the motorman of car No. 112.

I would respectfully suggest to the commission that there is a necessity for a rule prohibiting passengers from riding on the front platform of electric cars in this State. The rule is in effect on most of the electric lines of the State, but it should be made applicable to all electric lines. The rule however, should except such cars as are provided with a front entrance only, with motorman in a separate compartment, to one side of the platform. The rule should also prohibit trainmen, other than those in charge of the car, or train, from riding on the platform, unless provided with written authority of some operating official.

Yours very truly,

W. A. VAN HOOK,
Assistant Engineer.

ACCIDENT AT SIXTEENTH AND CLARK STREETS, CHICAGO, ON OCT. 3, 1912, COLLISION ON ILLINOIS CENTRAL R. R.

Chicago, Ill., Oct. 16, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Following your verbal instructions of Oct. 4, 1912, I made an investigation of the train collision near 16th st. and Clark st., Chicago, which occurred on October 3d on the Chicago-Omaha line of the Illinois Central R. R. Co., and find the following facts.

1. I. C. R. R. passenger train No. 31, west bound, left Central Station, Chicago on the day of the accident at 3:20 p. m., this being its scheduled leaving time out of Central Station. Proceeding west bound on the west bound main track, it was delayed about one minute at the 16th and Clark st. interlocking plant, stopping east of the west bound home signal of the interlocking plant, 500 feet west of the crossings with the tracks of the L. S. & M. S. Ry. Co. and the C. R. I. & P. Co. in this plant.

2. The route for train No. 31 was set up and the home signal set at "clear" about 3:24 p. m., and the train proceeded west, and having passed the west bound backup signal, about 600 feet west of the previously mentioned crossings, at a point some 300 feet west of the backup signal collided with the rear end of a freight switch train which had been stopped for ten minutes on account of not being able to secure a clear route through the interlocking plant at 21st and Stewart av.

3. The collision resulted in injuries to two trainmen of the transfer train or freight switch train; and minor injuries to several passengers on passenger train No. 31.

4. The transfer train, previous to the accident had left the freight yard of the I. C. R. R. north of 12th st., and proceeding west, had passed the 16th and Clark st. interlocking plant at 3:14 p. m., and on account of the conditions existing in front of it, at 21st and Stewart av., had stopped with the rear end of the train about 900 feet beyond the previously mentioned crossings, and on account of intervening buildings, and sharp curvature in the tracks, entirely beyond the vision of the towerman of the interlocking plant.

5. Passenger train No. 31, consisting of engine No. 2040 and three cars was in charge of Engineer Kale and Conductor Schaeffer, the freight switch train consisted of engine No. 78, at the front or west end of the train; a caboose and engine No. 557, the later engine being on the rear end, or east end of the train, but facing east, having "backed up" while the train was in motion west bound. The train was in charge of the two switching crews, consisting of the following trainmen:

Engine 78; Henry Miller, engineer; A. W. McClure, fireman; J. F. Ainsworth, foreman; T. J. Nestor, head brakeman; and E. Paul, flagman.

Engine 557; C. J. Clinkenbeard, engineer; M. Reis, fireman; J. Atkins, foreman; P. S. Cambron, head brakeman; and W. O'Keefe, flagman.

6. The accident was due to the negligence of rear flagman E. Paul, of the crew of engine No. 78, and the entire crew of engine 557 to properly protect the rear end of the train, as required by rule 99 of the I. C. R. R., when stopped under such circumstances that it might be overtaken by another train.

7. From information secured by officials of the I. C. R. R. Co., it seems that flagman, E. Paul, when the freight train was stopped, went but a few feet east of engine No. 557, to flag any train in the rear, and this in spite of the fact that a passenger train was due in a very few minutes, and in spite of the fact that on account of sharp curvature between the rear of the freight train, and the interlocking plant, with obstruction to view of any other west bound train in the rear of the freight train, made careful flagging imperative, to secure the safety of their train and any following train.

8. Excepting the rear flagman, E. Paul, whose duty it was to flag and protect the rear end of the freight train, no other member of the crew of engine No. 78 was on the rear end of the train, and on this account they may be entirely relieved from any blame in the accident. The entire crew of engine No. 557 were on the rear end of the train, and should have protected their engine, and should have seen that the rear end of the train had not been properly protected by flagman E. Paul.

9. At 16th and Clark sts., the interlocking plant is an electric plant without any automatic features. As the freight train had proceeded beyond the vision of the towerman, he had no means of knowing that the freight train was delayed, and therefore could have no opportunity to use discretion in stopping and holding the passenger train No. 31 east of the plant; and none of the blame for this accident can be attributed to the towerman in charge of the plant.

9. On account of the reduced speed around the curve east of the freight train, and the further fact that the stop east of interlocking plant precluded any very high speed, train No. 31 was proceeding at moderate speed when the accident occurred. When the engineer of train No. 31 first saw the rear of the freight train, on account of the curvature, he could not determine on which track the freight train was standing, and believed that it was on the east bound track on account of the fact that engine No. 557 was headed east, as an engine of an east bound train on the east bound track naturally would be headed.

10. The officials of the I. C. R. R., who investigated the accident, have recommended the dismissal from service of the entire crew of engine No. 557, and the rear flagman, E. Paul, of engine No. 78.

11. The accident resulted in considerable damage to the caboose of the freight train, which was thrown onto the tender of engine No. 557 by the force of the collision.

Yours very truly,

W. A. VAN Hook,
Assistant Engineer.

ACCIDENT AT SWANWICK, ON OCT. 5, 1912, REAR-END COLLISION ON ILLINOIS
CENTRAL R. R.

East St. Louis, Ill., Oct. 13, 1912.

To the Railroad and Warehouse Commission, Springfield, Ill.

Pursuant to your instructions I investigated the accident which occurred at Swanwick on October 5th and find the facts as follows:

1. This was a rear-end collision on the St. Louis district of the Illinois Central R. R. between extra engine No. 831 and passenger train No. 208 both north bound. The freight consisted of forty-one (41) cars and was in charge of engineer L. J. Moore and conductor J. L. Koenig. Mr. Moore has been in railroad service six (6) years, the last ten weeks of which he was an engineer. Mr. Koenig had three (3) years experience in railroad service, the last ten (10) weeks of which he was a conductor.

Mr. Koenig testifies that he was born, raised and attended school in Germany immigrating to this country in 1904 at the age of eighteen and at that time could not read or speak the English language. He further states that he never attended school in America but has acquired sufficient knowledge of the English language to understand the standard code of transportation rules.

2. Extra No. 831 left the passing track at Winkle at 5:35 a. m. and the flagman failed to catch the train after closing the switch. A mistake in receiving the flagman's signal is given as the cause of his being left, the crew on the head of the train mistook his stop signal for a proceed signal. The train proceeded to Swanwick, three miles north, (3) the other four (4) members of the crew riding the engine and at 6:05 a. m. took siding assuming the flagman was at the rear and had closed the switch.

3. No. 208 handled by J. S. Cherrington an engineer of fifteen years experience, followed and not being stopped by the flagman let at Winkle entered the Swanwick passing track at 6:18 a. m., collided with the rear of extra 831.

4. Weather conditions were hazy with a light fog and the speed of No. 208 was estimated to be about fifty miles per hour. The main track curves as it approaches the Swanwick siding but it is straight for a distance of 1200 feet south of the switch. The inevitable predicament was realized by the engine crew of No. 208 but not in time to prevent the collision and engineer Cherrington was killed when he jumped from his engine. No other injuries were sustained and the damage to equipment was not heavy.

5. At one time the manual block controlled system was in use on this district but was removed and the space interval practice substituted with the telephone system of transmitting train orders.

6. The flagman on extra No. 831 was W. L. Locke, a man of twenty-five years of age with about eight months experience, having been employed as brakeman by this company Feb. 8, 1912.

Primarily the cause of this accident was Flagman Lock's failure to stop No. 208 at Winkle and notify the crew of conditions. His excuse for not doing this was that he assumed that the other members of his crew had discovered his absence and would properly protect the train. A characteristic of young and experienced flagmen is their hesitancy in stopping a superior train and more especially a passenger train. In this case it appears that this flagman of very limited experience, rather than delay this train about two (2) minutes, took a very unsafe chance which resulted in the loss of life. The only preventative I can recommend for accidents of this character is men competent to flag and the use of block signals with a well perfected automatic train control device.

Respectfully submitted,

A. R. LAYMAN,
Inspector.

ACCIDENT NEAR 75TH STREET AND WESTERN AV., CHICAGO, ON OCTOBER 13, 1911, REAR-END COLLISION BETWEEN BALTIMORE & OHIO CHICAGO TERMINAL R. R. AND PERE MARQUETTE R. R.

Chicago, Ill., Oct. 17, 1911.

To the Railroad and Warehouse Commission, Springfield, Ill.

At 3:40 a. m., Oct. 13, 1911, B. & O. C. T. R. R. extra freight No. 395 north bound ran into the rear end of Pere Marquette extra freight No. 478 north bound. Both these trains were on the north bound main track of the B. & O. C. T. R. R., and the collision occurred at a point about one half mile south of the B. & O. junction at 75th st. and Western av., Chicago.

The wreck resulted in the derailment of two cars and the tender of the B. & O. C. T. train, and the wrecking and destruction by fire of the caboose and the first car ahead of the caboose on the Pere Marquette train, and in the deaths of the engineer, Michael King, and the head brakeman R. K. Smith, of the B. & O. C. T. R. R. train crew.

At this point the tracks of the B. & O. C. T. R. R., approach on a sharp curve to the right, going north, the interlocked crossing at 75th st., with the Belt Ry. of Chicago and the Wabash R. R., a very busy crossing.

From the train sheet of the B. & O. C. T. R. R. for this day, I find these two trains both registered at Evergreen Park, the P. M. train at 3:25 a. m., and the B. & O. C. T. train at 3:34 p. m., and as the distance to the point where the collision occurred to Evergreen Park is 2.3 miles, and the wreck occurred at 3:40 a. m., the speed of the trains involved can be figured, and I find that the B. O. C. T. train was proceeding at a speed of 23 miles per hour, and the P. M. train at 9 miles per hour, both of the foregoing being the average speed.

On the B. & O. C. T. R. R., on double track, no orders are given for the movements of trains, and I find from the train order book kept by the dispatcher of the B. & O. C. T. R. R., only one order issued to the B. & O. C. T. R. R. train and no orders to the P. M. train which was proceeding from Evergreen Park to Chicago, the whole road being double track between these two places.

The order issued was:

Oct. 13, 1911.

"Order No. 5.

C. & E. Eng. 395, H. J.

Engine 395 will run extra Harvey Jct. to Evergreen Park and meet Extra 2212 South on double track south of Blue Island Jct. O. K. & complete 2:45 a. m.

(Signed) BIDDINGER."

At the inquest into the deaths of the two employees, the crew of the P. M. train testified that they had been notified that a B. & O. C. T. R. R. train which enters on the tracks of the B. & O. C. T. R. R. at 75th st., and due at that place at 3:35 a. m., was running 35 minutes late. The B. & O. train mentioned is B. & O. R. R. No. 47, a north bound passenger train which becomes train No. 20 on the tracks of the B. & O. C. T. R. R. They testified that when they were approaching B. & O. Junction the engineer slowed down to a speed of about two miles per hour, while hunting for the home signal in the fog that existed at the time, that they were unable to see over two car lengths ahead or in the rear, that they proceeded at a low speed from Evergreen Park, that the conductor and rear brakeman did not throw out any fuses while going at a low speed during a heavy fog, nor protect in any other way against a following train until just a minute or so before the accident, when the rear brakeman dropped off the caboose and started back with a lantern and a lighted fusee, and that the B. & O. C. T. train passed him when he had gone back not over about 200 feet, and that he could not attract the engineer's attention.

The B. & O. C. T. crew could not testify to anything of much value, except that they stated their speed at the time the wreck occurred was not over 10 to 14 miles per hour, and while the average speed was as shown 23 miles per hour, the fact that the track was so little damaged would bear out their statement that their engineer had slowed down for the curve and the crossing. The fireman, the only one of those of the crew on the B. & O. C. T. engine living stated that they did not see any flagman, any lanterns or any fusee, or anything of the caboose lights until within forty or fifty feet of the caboose of the P. M. train.

While going out to the scene of the accident one of the B. & O. C. T. R. R. officials made the remark that this was the third or fourth similar accident at this same place, and as there are no block signals of any description on this part of the railroad, it would seem that in some measure the company is to blame in not providing against a repetition of former collisions at this point.

The blame for the accident seems to fall on both crews; on the P. M. crew, because they did not protect the rear end of their train while proceeding at low speed in a heavy fog; on the B. & O. C. T. crew for proceeding at a speed of over twenty miles per hour under such weather conditions as existed.

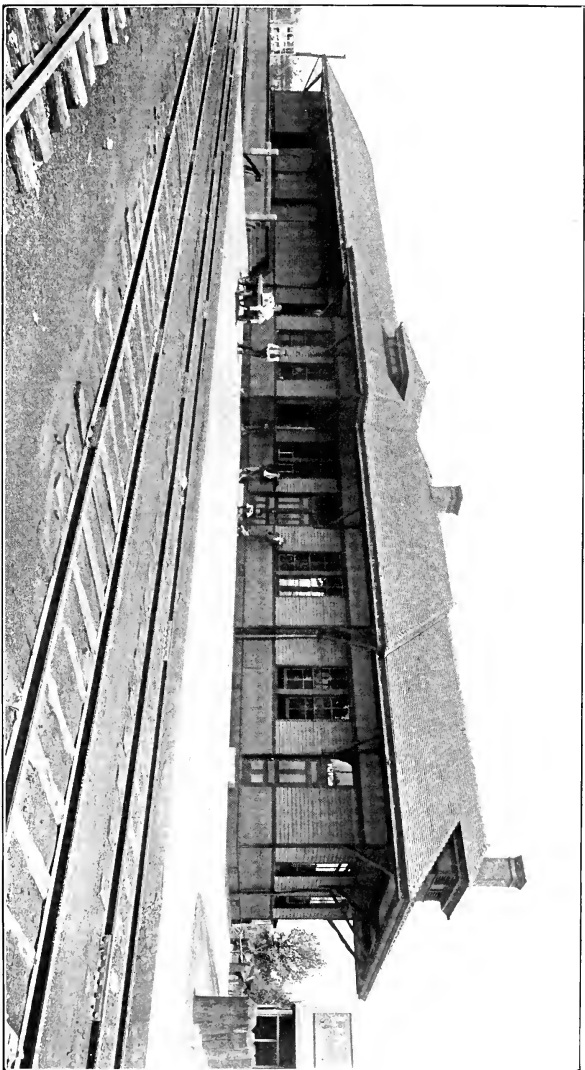
The B. & O. C. T. R. R. operates the double track from Evergreen Park to 75th st., which is the south end of the Chicago yard limits, without train orders or any form of block system, and it would seem from past experience that some protection is needed, and that the installation of automatic block signals should be the best of the two methods.

Yours very truly,

W. A. VAN HOOK,
Assistant Engineer.

Opinions of the Attorney General.





Louisville & Nashville R. R. Combination Passenger and Freight Depot, Mt. Vernon, Ill.

OPINIONS OF THE ATTORNEY GENERAL.

(Copy.)

W. H. Stead,
Attorney General.

SPRINGFIELD, ILL., May 1, 1912.

RAILROADS—REPORTS OF ACCIDENTS.

Hon. William Kilpatrick, Secretary, Railroad and Warehouse Commission, Springfield, Ill:

DEAR SIR—By your letter of the 29th ult., receipt of which has been acknowledged, you enclose a letter, or rather a formal notice, from Mr. C. A. Theis, General Claim Agent for the New York Central Lines, to the effect that after May 1, 1912, certain railroads embraced within the group of the New York Central Lines operating in this State, will make no reports to your departments of accidents occurring to employees on said line, basing said position or notice on section 19 of the Workmen's Compensation Act. You request to be advised whether said section 19 of the Workmen's Compensation Act repeals, or in any way affects, section 11½ of the revised Act relating to "Railroad and Warehouse Commission."

The title of the so-called "Workmen's Compensation Act" is as follows:

"An Act to promote the general welfare of the People of the State, by providing compensation for accidental injuries or death suffered in the course of employment."

Considering the scope of this title and the Act, it is clear that it deals exclusively with the relations between employers and employees, and does not embrace or purport to embrace any other relation or to affect other persons. Section 19 of this Act, in so far as it has any bearing upon the question submitted, is as follows:

"It shall be the duty of every employer within the provisions of this Act to send to the secretary of the State Bureau of Labor Statistics in writing an immediate report of all accidents or injuries arising out of or in the course of the employment and resulting in death; it shall also be the duty of every such employer to report between the 15th and 25th of each month to the secretary of the State Bureau of Labor Statistics all accidents or injuries for which compensation has been paid under this Act, which accidents or injuries entail a loss to the employee of more than one week's time, and in case the injury results in permanent disability, such report shall be made as soon as it is determined that such permanent disability has resulted or will result from such injury. * * *

The section then specifies what such reports shall embrace, and closes, in the last sentence thereof, as follows:

"The making of reports as provided herein shall release the employer covered by the provisions of this Act from making such reports to any other officer of the State."

Section 11½ of the revised Act relating to "Railroad and Warehouse Commission," in so far as it bears upon the question submitted, is as follows:

"It shall be the duty of said board of commissioners to investigate the cause of any accident on any railroad resulting in the loss of life or injury

to person or persons, or property which in their judgment shall require investigation, and report the same in annual report of said commissioners; and shall, from time to time, if in their judgment it is advisable and at any time upon request of the Governor, make complete report to him upon all such accidents. And it is hereby made the duty of the general superintendents or manager of each railroad doing business in this State to inform said board of any such accident immediately after its occurrence. * * *

The requirement, with reference to reporting accidents embraced in said section 11½ is general in its terms, and embraces persons and property not embraced within the provisions of section 19 of the so-called Workmen's Compensation Act. All that section 19 of the latter Act requires is a report of all accidents or injuries arising out of or in the course of the employment and resulting in death; also all accidents resulting in injuries for which compensation has been paid under the Act, between the fifteenth and twenty-fifth days of each month, and which entail a loss to the employee of more than one week's time. All accidents resulting in death or injury, except such as are embraced within the provisions of said section 19 of the Workmen's Compensation Act, are still to be reported to the Railroad and Warehouse Commission under the provisions of said section 11½, and, in addition, all reports of accidents relating to property must still be made to the Railroad and Warehouse Commission.

I think, from a reading of the last sentence of said section 19 of the Workmen's Compensation Act, above quoted, the Legislature intended to relieve employers in railroad service of the duty of reporting to the Railroad and Warehouse Commission all accidents resulting in death or injury to employees, and am inclined to think the court will so construe said provision.

Technically, however, there is still a class of injuries to persons which section 19 of the Workmen's Compensation Act does not require to be reported to the Railroad and Warehouse Commission, and would embrace accidents resulting in injuries entailing a loss to employee of less than one week's time. I should think accidents of this kind, however, would be considered of such minor importance that it would produce no practical results to insist upon having that class of accidents reported to the commission. However, that is a matter for the commission to determine for itself.

The so-called "Workmen's Compensation Act," and the Act revising the Railroad and Warehouse Commission Act, in which said section 11½ is found, were approved on the same day. Reading and construing together said section 19 of the "Workmen's Compensation Act" and said section 11½ of the Railroad and Warehouse Commission Act, I do not think there is any conflict in their provisions.

I am of the opinion, therefore, that said section 19 does not repeal any part of said section 11½, but that both may stand and be construed together, and that so construing said sections, said section 19 constitutes an exception to said section 11½, relieving railroads having elected to avail themselves of the provisions of the Workmen's Compensation Act, from reporting to the Railroad and Warehouse Commission accidents to employees, described in said section 19 of the Workmen's Compensation Act.

Said section 11½ is still in force and operative as to any accident on said railroads on the New York Central lines mentioned by Mr. Theis, "resulting in loss of life or injury to person or persons, or property," except accidents to employees described in said section 19 of the Workmen's Compensation Act.

Very respectfully,
(Signed) W. H. STEAD,
Attorney General.

(Copy.)

W. H. Stead,
Attorney General.

SPRINGFIELD, ILL., June 15, 1912.

*Hon. William Kilpatrick, Secretary, Railroad and Warehouse Commission,
Springfield, Ill:*

DEAR SIR—In the letter of Mr. E. Nichols, Adjuster, 17 Battery pl., New York, addressed to your department and which accompanied your letter to me of the 12th instant, receipt of which was acknowledged, Mr. Nichols brings to the consideration of the commission a provision of the Railroad Laws of this State which reads as follows:

“That whenever any property is received by any railroad corporation, to be transported from one place to another within or without the State, it shall not be lawful for such corporation to limit its common law liability safely to deliver such property to the place to which the same is to be transported, by any stipulation or limitation expressed in the receipt given for the delivery of said property.

Further the word “corporation” as used in this Act shall be construed to include all companies, lessees, person or association of persons, owning, operating or using any railroad in this State,”

and requesting a ruling of the commission as to whether the above quoted provision would be construed as to include express companies and whether an express company can limit its common law liability under said provision.

I gather from Mr. Nichols' letter that he is interested in the adjustment of a claim for a large amount against an express company for loss of property, the receipt for which property, issued by the express company to the shipper, contained a clause limiting the liability of the express company for the loss of said property to the sum of fifty dollars and that the shipment was made from a point in this State to a point without this State, the loss occurring outside this State.

In reply will say I think it unnecessary to express any opinion as to whether the above quoted provision, as it appears in the Railroad Laws, would be construed so as to include express companies, for the reason that Chapter 27 of the Revised Statutes of Illinois, entitled, “Common Carriers” embracing one section, is identical with the provisions above quoted from the Railroad Laws, except as to that portion of the latter which defines the word “corporation.” Said Chapter 27 applies to all common carriers. An express company is unquestionably a common carrier. See *Bosciwitz v. Adams Express Company*, 93 Ill., 523 and *Cutter et al. v. Wells Fargo & Co.*, 237 Ill., 247.

These two cases, one a comparatively early case and the other a comparatively late case, bear upon both of the propositions submitted by Mr. Nichols. I think the provision of the statute referred to with reference to common carriers and the cases cited will, together, fully enlighten Mr. Nichols upon the propositions which he has submitted to the commission.

I return herewith Mr. Nichols' letter.

Very respectfully,
(Signed) W. H. STEAD,
Attorney General.



**Warehouse Licenses Issued to Operate
Public Elevators, and Licenses
Cancelled.**



WAREHOUSE LICENSES ISSUED AND CANCELLED.

Miscellaneous Docket No. 316.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the South Chicago Elevator Co., of the city of Chicago, county of Cook and State of Illinois, for a license to operate public elevator known as South Chicago elevator "C" and annex, as public warehouse of Class "A," located at 93d st. and Harbor av., South Chicago, in the city of Chicago, county of Cook and State of Illinois.

Now, on this day comes the South Chicago Elevator Company, of the city of Chicago, county of Cook, and State of Illinois, and files herein its application with this commission for a license to operate as a warehouseman, public elevator known as South Chicago Elevator "C" and Annex, as public warehouse of Class "A," located at 93d st. and Harbor av., South Chicago, in the city of Chicago, county of Cook and State of Illinois. The capacity of said elevator is 3,000,000 bushels of grain, and the said petitioner also files with the said application, a bond in the penal sum of \$60,000.00, payable to the People of the State of Illinois, for the faithful performance of his duties and the operating of said warehouse according to the laws of the State of Illinois and rules and regulations of the Railroad and Warehouse Commission of the State of Illinois;

And this commission having examined said application and bond accompanying the same, the said application is hereby granted on the terms and conditions hereinafter stated, and the said bond approved and ordered received and filed by the secretary of this commission.

It is further ordered that the said South Chicago Elevator Company shall keep said elevator and warehouse in proper condition in every particular, as required by law and by the rules and regulations of this commission, to the satisfaction of the Chief Grain Inspector of the State of Illinois.

By order of the commission, this 9th day of January, 1912, dated at Springfield, Ill.

(Signed) O. F. BERRY, *Chairman.*

Miscellaneous Docket No. 401.

RAILROAD AND WAREHOUSE COMMISSION, SPRINGFIELD, ILLINOIS.

In the matter of license and bond of J. Rosenbaum for Irondale Elevator A., City of Chicago, State of Illinois.

It appearing to the commission that the bond of J. Rosenbaum, heretofore given upon application for a license for Irondale Elevator "A" as a public elevator, expired on May 22, 1912, and the commission thereupon having notified said J. Rosenbaum of such fact and requested and directed that he

should at once file a new bond, in compliance with law and the requirements of said commission in order to continue and maintain said Irondale Elevator "A", as a public warehouse, and it further appearing to the commission under dates of Dec. 18, 1911 and May 31, 1912, that the said J. Rosenbaum informed said commission by letters dated respectfully as last aforesaid, that he did not desire to continue said elevator as a public warehouse and was desirous of having the license heretofore issued therefor cancelled and that on May 31, 1912, said J. Rosenbaum declined to file a new bond as requested by this commission, and this commission being fully advised in the premises.

It is hereby ordered and decreed that this commission shall and it hereby does cancel and revoke the said license heretofore issued by this commission to operate said Irondale Elevator "A" as a public warehouse, and the right of said J. Rosenbaum to operate said elevator as a public warehouse is hereby revoked, withdrawn, cancelled and determined; and W. Scott Cowen, Chief Grain Inspector for the State of Illinois, is hereby directed, in conjunction with said J. Rosenbaum, to take joint possession of said elevator and ascertain if there is grain in said elevator representing the warehouse receipts issued therefor and still outstanding, as per the records of this commission, and when said W. Scott Cowen has determined such fact, he is hereby directed to promptly notify the party or parties holding said receipts that the said bond given by said J. Rosenbaum, on his application for a license for said Irondale Elevator "A" as a public elevator, has expired, and that this commission has cancelled and revoked said license to operate said elevator as a public elevator, and that the holder or holders of said warehouse receipts shall within seven (7) days from the giving of such notice, remove said grain from said elevator; and in case of the failure of the holder or holders of said receipts to remove said grain from said Irondale Elevator "A" within said time, then and in that event such disposition shall be made of said grain as this commission shall hereafter direct and determine.

By order of the commission this 6th day of June, A. D., 1912.

(Signed) O. F. BERRY, *Chairman.*

ORDERS OF THE

Railroad and Warehouse Commission

APPROVING THE OPERATION OF
INTERLOCKING PLANTS.



OPERATION OF INTERLOCKING PLANTS.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering additions to the interlocking plant at Clybourn Junction, Chicago, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for the approval of plans covering certain additions to the interlocking plant at Clybourn Junction, Chicago, Ill., at which point the tracks of the Chicago, Milwaukee & St. Paul Railroad Company cross at grade the tracks of the Chicago & Northwestern Railway; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said additions to said interlocking plant be, and the same are hereby authorized; and when said additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 288.

Railroad and Warehouse Commission

v.

Grand Trunk Western Railway
Chicago & Eastern Illinois R. R.

In the matter of conditions of interlocking plant at Thornton Junction, Ill.

The commission heretofore having cited the defendant railroads to be and appear before this commission on Dec. 7, 1911, for the purpose of showing cause, if any, why the interlocking plant at Thornton Junction, Ill., should not be reconstructed according to plans to be approved by this commission.

And the said cause coming on for hearing and it appearing from the statements of the parties representing the respective roads, that they were willing to comply with the request of the commission, and it appearing that the Grand Trunk Western Railway should, under the showing made before the commission, make such improvements and reconstruction;

It is therefore ordered that the said Grand Trunk Western Railway submit plans for said reconstruction of said interlocking plant to the engineer of this commission within thirty days from this date for his approval and complete said reconstruction within sixty days from this date.

By order of the commission this 7th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 527.

East St. Louis, Columbia & Waterloo Ry.

v.

The St. Louis Valley Ry.

St. Louis, Iron Mountain & Southern Ry.
and the

No. 528.

East St. Louis, Columbia & Waterloo Ry.

v.

Illinois Central R. R.

and the

No. 529.

East St. Louis, Columbia & Waterloo Ry.

v.

East St. Louis & Carondelet Ry.

In the matter of an application for an extension of time in which to submit to this commission plans and specifications for an interlocking plant, also time for the completion of said plant near Dupu, Ill.

Now, on this day comes the petitioner and shows to the commission that on account of delays in erecting said crossings and other matters, they have been unable to prepare and present to the commission their plans and specifications for the interlocking plant as required by the original orders entered in said cases.

And it appearing to the commission that said delay was unavoidable and that no injury can come to any of the parties in interest, and all consenting thereto, and the commission being fully advised;

It is therefore ordered, adjudged and decreed by the commission that the time for the filing of said plans and specifications for said interlocking plant be, and the same is hereby extended to April 1, 1912, and the time for the installation and completion of said interlocking plant be and the same is hereby extended to June 1, 1912.

By order of the commission this 12th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Traction System for approval of changes in original plans covering the construction of a new interlocking plant at LeClaire, Ill.

It appearing to the commission that the Illinois Traction System has made an application to this commission for approval of plans showing a change in the original plans covering the construction of a new interlocking plant at LeClaire, Ill., at which point the main track of the Illinois Traction System's belt line crosses the tracks of the St. Louis & Illinois Belt Railway Company, the Litchfield & Madison Railroad Company and the Toledo, St. Louis & Western R. R. Co.; and the plans having been examined and approved by F. G. Ewald, consulting engineer of this commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the Illinois Traction System be, and the same is hereby authorized to construct and install said interlocking plant according to said plans; and when this interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 21st day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Pennsylvania Company for approval of plans covering the construction of a new interlocking plant at Hegewisch, Ill.

It appearing to the commission that the Pennsylvania Company has made application to this commission for the approval of plans for a new interlocking plant at Hegewisch, Ill., at which point tracks operated by the Pennsylvania Company form junctions; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Pennsylvania Company be, and the same is hereby authorized to install and construct according to said plans, said interlocking plant; and when same is completed, said petitioner shall report the fact to this commission for its approval.

By order of the commission this 21st day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering certain changes in the interlocking plant at River Junction, Ill.

And it appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at River Junction, Ill., at which point is a junction of the tracks of the Chicago & Northwestern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes to said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of this commission this 29th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering certain changes in the interlocking plant at Skokie, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for the approval of plans covering certain changes in the interlocking plant at Skokie, Ill., at which point is a junction of the Chicago & Northwestern Railway tracks; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes be, and the same are hereby authorized; and when said changes in said interlocking plant are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 29th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering certain changes in the interlocking plant at Champaign, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans covering certain changes in the interlocking plant at Champaign, Ill., at which point the tracks of the Illinois Central Railroad Company cross at grade the tracks of the Wabash Railroad Company and the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; and it appearing that the desired changes consist in the substitution of one set of Alexander crossing frogs for a set of rigid crossing frogs; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby authorized; and when same are completed, the said petitioner shall report same to this commission for its approval.

By order of the commission this 29th day of December, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Miscellaneous Docket No. 288.

Railroad and Warehouse Commission

v.

Grand Trunk Western Railway Co.
Chicago & Eastern Illinois R. R.

In the matter of application for extension of time in which to make changes ordered by commission in the interlocking plant at Thornton Junction, Ill.

Now on this day comes the defendant Grand Trunk Western Railway Company herein and moves the commission for an extension of time in which to make certain changes ordered by this commission in the interlocking plant at Thornton Junction, Ill., and it appearing to this commission that the reasons given therefor, are good and sufficient, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the time for completion of changes ordered in said interlocking plant be, and the same is hereby extended to May 1, 1912, said changes to be made in accordance with plans which shall have received the approval of the commission.

By order of the commission this 2nd day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering certain changes in the interlocking plant at Noble Street Junction, Chicago, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Noble Street Junction; Chicago, Ill., at which point junctions are formed by the tracks of the Chicago

& Northwestern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall so report to this commission for its approval.

By order of the commission this 2nd day of January, 1912, dated at Springfield, Ill. ,

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company for approval of plans covering certain changes in the interlocking plant at Hazel st., Danville, Ill.

It appearing to the commission that the Cleveland, Cincinnati, Chicago & St. Louis Railway Company has made application to this commission for approval of plans covering certain additions to the interlocking plant at Hazel st., Danville, Ill., at which point junctions are formed by the tracks of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and the Chicago, Indiana & Southern Railroad Company, and it appearing that said additions consist of two additional signals to be constructed at the said interlocking plant; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said additions to said interlocking plant be, and the same are hereby authorized; and when said additions are completed, said petitioner shall so report to this commission, for its approval.

By order of the commission this 2nd day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the St. Louis, Iron Mountain & Southern Railway Company for approval of plans covering certain changes in the interlocking plant at Thebes, Ill.

It appearing to the commission that the St. Louis, Iron Mountain & Southern Railway Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Thebes, Ill., said change being a change in the location of the derail No. 15 which is located in the north leg of the "Y" switch at Thebes; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall so report to this commission for its approval.

By order of the commission this 2d day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of plans covering certain changes in the interlocking plant at McNabb, Ill.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at McNabb, Ill., at which point a junction is formed by the tracks of the Chicago, Indiana & Southern Railroad Company, and a branch line operated by the Chicago & Alton Railroad Company formerly known as Tuloca, Marquette & Northern Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes to said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall so report to this commission for its approval.

By order of the commission this 11th day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans covering certain changes and additions to the interlocking plant at Kingston, Ill.

It appearing to the commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Kingston, Ill., at which point a main track of the Chicago & Northwestern Railway Company crosses the two main tracks of the Chicago, Milwaukee & St. Paul Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and it appearing to the commission that the main track derails, as now located, are not far enough away from the fouling points, and do not conform to the present rules of the commission, and it appearing to the commission that such change in said derails cannot on account of the weather and other matters, be made at this time;

It is therefore ordered, adjudged and decreed by the commission that such derails be and they are hereby directed to be changed and made to comply with the rules of this commission on or before June 1, 1912.

By order of the commission this 11th day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering certain changes in the interlocking plant at Deering, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for approval of plans

covering certain changes in the interlocking plant at Deering, Ill., at which point is located a drawbridge and junction of tracks operated by the Chicago & Northwestern Railway Company; and it appearing that the desired changes consist of changes in routing of certain signals, and an additional signal No. 13; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes to said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall so report to this commission for its approval.

By order of the commission this 11th day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering changes in the interlocking plant at Sangamon, st., Chicago, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Sangamon st., Chicago, Ill., at which point there is a junction of some tracks owned and operated by the Chicago & Northwestern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes to said interlocking plant be, and the same is hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 23rd day of January, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Burlington & Quincy Railroad Company for approval of certain additions to interlocking plant at Mendota, Ill.

It appearing to the commission that the Chicago, Burlington & Quincy Railroad Company has made application to this commission for the approval of plans covering certain additions to the interlocking plant at Mendota, Ill.; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said additions to said interlocking plant be, and the same are hereby authorized; and when said additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 12th day of February, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Burlington & Quincy Railroad Company for approval of plans covering the construction of a new interlocking plant at Beardstown, Ill.

It appearing to the commission that the Chicago, Burlington & Quincy Railroad Company has made application to this commission for approval of plans covering the construction of a new interlocking plant, and also made application for approval of certain changes in the original plans submitted for this interlocking plant to be constructed at Beardstown, Ill., for the purpose of protecting train movements across the drawbridge spanning the Illinois River, at that point; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago, Burlington & Quincy Railroad Company be, and the same is hereby authorized to construct and install according to said plans, said interlocking plant; and when this interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 13th day of February, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans showing certain changes and additions to the interlocking plant at Blue Island Junction, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Blue Island Junction, Ill., at which point the main tracks of the Chicago & Western Indiana Railroad Company cross at grade the main tracks of the Illinois Central Railroad Company, including a junction of a branch line of the Illinois Central Railroad Company known as the Blue Island Branch; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes and additions to said interlocking plant be and the same are hereby authorized and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the St. Louis, Iron Mountain & Southern Railway Company for approval of plans for a new interlocking plant at Cairo, Ill.

It appearing to the commission that the St. Louis, Iron Mountain & Southern Railway Company has made application to this commission for approval of plans for a new interlocking plant to be constructed and installed at Cairo, Ill., near Washington av., at which point the main track of the Cairo & Thebes Railroad Company, now operated by the St. Louis, Iron Mountain & Southern Railway Company, crosses at grade the main

track of the Mobile & Ohio Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said St. Louis, Iron Mountain & Southern Railway Company be, and the same is hereby authorized to construct and install according to said plans, said interlocking plant; and when this interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Rock Island & Pacific Railway Company for approval of plans for certain additions to the interlocking plant at Gresham, (Chicago), Ill.

It appearing to the commission that the Chicago, Rock Island & Pacific Railway Company has made application to this commission for approval of plans covering certain additions to the interlocking plant at Gresham, (Chicago) Ill., formerly known as the South Englewood plant; and it further appearing that said additions consist of two fixed arms and two calling-on arms No. 94 and No. 110; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said additions to said interlocking plant be, and the same are hereby authorized; and when said additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of March, 1912, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Rock Island & Pacific Railway Company for approval of revised plans covering the installation of a new interlocking plant at Joliet, (East of), Ill.

It appearing to the commission that the Chicago, Rock Island & Pacific Railway Company has made application to this commission for approval of plans which have been revised for the construction and installation of a new interlocking plant at the junction of the tracks of the Chicago, Rock Island & Pacific Railway Company with the tracks of the Michigan Central Railroad Company at Joliet, (east of), Ill.; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago, Rock Island & Pacific Railway Company be, and the same is hereby authorized to construct and install according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Burlington & Quincy Railroad Company for approval of plans for the reconstruction of the interlocking plant at Galena Junction, Ill.

It appearing to the commission that the Chicago, Burlington & Quincy Railroad Company has made application to this commission for approval of plans for the reconstruction of the interlocking plant at Galena Junction, Ill., at which point one main track of the Chicago, Burlington & Quincy Railroad Company crosses the Galena River by means of a drawbridge, forms a junction with another main track west of the river, forms a junction with a branch line running to Galena and forms a junction with the main tracks of the Chicago Great Western Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the plans for the reconstruction of said interlocking plant be, and the same are hereby authorized; and when said interlocking plant has been reconstructed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Wabash, Chester & Western Railroad Company for approval of plans covering certain additions to the interlocking plant at Mt. Vernon, Ill.

It appearing to the commission that the Wabash, Chester & Western Railroad Company has made application to this commission for approval of plans covering certain additions to the interlocking plant at Mt. Vernon, Ill., at which point the main track of the Wabash, Chester & Western Railroad crosses at grade the main track of the Louisville & Nashville Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said additions to said interlocking plant be and the same are hereby authorized; and when said additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans covering certain changes in the interlocking plant at Kingston, Ill.

It appearing to this commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this commission for approval of plans covering change in the location of the facing point derails connected with the interlocking plant at Kingston, Ill., at which point the main tracks of the Chicago, Milwaukee & St. Paul Railway Company cross at grade the main track of the Chicago and Northwestern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes in interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes and additions to the interlocking plant at East Dubuque, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of a revised set of plans covering certain changes and additions to the interlocking plant at East Dubuque, Ill., at which point the main track of the Illinois Central Railroad Company crosses at grade two main tracks of the Chicago, Burlington & Quincy Railroad Company, one side track of their own and the drawbridge spanning the Mississippi River; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes and additions be and the same are hereby authorized and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of March, 1912, dated at Springfield Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering proposed interlocking plant to be constructed and installed at Wenona, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering construction and installation of proposed interlocking plant at Wenona, Ill., at which point the tracks of the Illinois Central Railroad Company cross at grade the main track of the Chicago & Alton Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Illinois Central Railroad Company be, and the same is hereby authorized to construct and install according to said plans, said interlocking plant; and when this interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of March, 1912, dated at Springfield Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Western Indiana Railroad Company for approval of plans covering a proposed arrangement of interlocking to be installed on the new drawbridge spanning the Calumet River, near Dolton, Ill.

It appearing to the commission that the Chicago & Western Indiana Railroad Company has made application to this commission for approval of plans showing a proposed arrangement of interlocking to be installed on the new drawbridge spanning the Calumet River near Dolton, Ill.; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Western Indiana Railroad Company be, and the same is hereby authorized to construct and install proposed arrangement of interlocking as per said plans; and when such interlocking arrangement is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of March, 1912, dated at Springfield Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company for approval of plans covering certain additions to the interlocking plant at Dolton, Ill.

It appearing to the commission that the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company has made application to this commission for approval of plans covering an addition to the interlocking plant at Dolton, Ill., which consists of a "Y" track connecting the track of the Indiana Harbor Belt Railroad Company with the tracks of the Chicago & Western Indiana Railroad Company and the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company; the interlocking plant at this point protects traffic passing through crossings of the tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company, the Chicago & Western Indiana Railroad Company, the Indiana Harbor Belt Railroad Company and the Baltimore & Ohio Chicago Terminal Railroad Company, where these cross each other at grade; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said addition to said interlocking plant be and the same is hereby authorized; and when said addition is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 12th day of March, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering certain changes in the interlocking plant at East Dubuque, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering change in the location of derail No. 24 and dwarf signal No. 19, forming a part of the interlocking plant at East Dubuque, Illinois at which point the

tracks of the Chicago, Burlington & Quincy Railroad cross at grade the main track of the Illinois Central Railroad; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes to said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 3d day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the St. Louis, Iron Mountain & Southern Railway Company for approval of revised plans for a new interlocking plant at Dupo, Ill.

It appearing to the commission that the St. Louis, Iron Mountain & Southern Railway Company has made application to this commission for approval of plans which have been revised, covering the construction of a new interlocking plant at Dupo, Ill., at which point the main track of the East St. Louis, Columbia & Waterloo Railway crosses at grade the main tracks of the East St. Louis & Carondelet Railway and the St. Louis, Iron Mountain & Southern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said St. Louis, Iron Mountain & Southern Railway Company be, and the same is hereby authorized to construct and install according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of this commission this 3d day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of plans covering the reconstruction of interlocking plant at Chenoa, Ill.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for approval of plans covering the reconstruction of interlocking plant at Chenoa, Ill., at which point the tracks of the Chicago & Alton Railroad Company cross the tracks of the Toledo, Peoria & Western Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Alton Railroad Company be, and the same is hereby authorized to reconstruct said interlocking plant according to said plans; and when this interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 3d day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of plans covering the construction and installation of a new interlocking plant near Quincy Junction (opposite Louisiana), Ill.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for approval of plans covering the construction and installation of a new interlocking plant on the drawbridge spanning the Mississippi River near Quincy Junction (opposite Louisiana), Ill.; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago, & Alton Railroad Company be, and the same is hereby authorized to construct and install according to said plans, said interlocking plant; and when this interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 10th day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Eastern Illinois Railroad Company for approval of plans covering the construction of two interlocking plants at Brewer, Ill.

It appearing to the commission that Chicago & Eastern Illinois Railroad Company has made application to this commission for approval of revised plans covering the construction and installation of two interlocking plants at Brewer, Ill, one of these plants to be located at the crossing where the tracks of the Chicago, Terre Haute & Southeastern Railway Company cross the tracks of the Chicago & Eastern Illinois Railroad Company, and the other plant to be located at the crossing where the tracks of the Chicago, Terre Haute & Southeastern Railway Company cross one main track of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, about thirteen hundred feet northerly from the first mentioned crossing; and the plans having been examined and approved by F. G. Ewald, consulting engineer of this commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Eastern Illinois Railroad Company be, and the same is hereby authorized to construct and install in accordance with said plans, said two interlocking plants; and when the same are completed, said petitioner is to notify this commission for its approval.

By order of the commission this 18th day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the Application of the Pennsylvania Company for approval of plans covering proposed changes in interlocking plant at Calumet Park.

It appearing to the commission that the Pennsylvania Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Calumet Park, (Chicago) Illinois, at which point the tracks of the South Chicago & Southern Railroad Company,

which are operated by the Pennsylvania Company, and the Baltimore & Ohio Chicago Terminal Railroad Company and the Michigan Central Railroad Company cross each other at grade; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes to said interlocking plant be, and the same are hereby authorized; and when said changes are completed said petitioner shall report the same to this commission for its approval.

By order of the commission, this 19th day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 1058.

Railroad and Warehouse Commission

v.

Wabash Railroad Co.

St. Louis, Springfield & Peoria Railroad Co.

In the matter of protection of crossing at Iles, Ill.

Now on this day comes the respective parties hereto, as per order of the commission heretofore entered, and submits to the commission plans and specifications for an interlocking plant to be installed at Iles, county of Sangamon and State of Illinois, where the main track of the St. Louis, Springfield & Peoria Railroad Company crosses the main track of the Wabash Railroad Company at grade, and said plans and specifications having been referred to the consulting engineer of this commission, and approved by him, and it appearing that said plans and specifications are proper, and that the interlocking plant when installed according to such plans and specifications, will properly protect said crossing;

It is therefore ordered, adjudged and decreed by the commission that said plans and specifications be, and the same are hereby approved, and the said Wabash Railroad Company is hereby directed to proceed to install and build such interlocking plant within ninety days from May 1, 1912, and when so installed, to report that fact to this commission for its approval.

And it appearing to the commission that a contract has been entered into between said parties hereto as to the cost and manner of installation of said interlocking plant, and also as to its maintenance and operation;

It is therefore ordered, adjudged and decreed by the commission that such interlocking plant be installed, maintained and operated in accordance with the terms of said contract, as on file in this case, and marked Exhibit "A."

By order of the commission, this 24th day of April, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*;
B. A. ECKHART, *Commissioner*;
J. A. WILLOUGHBY, *Commissioner*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Wabash Railroad Company for approval of plans covering the reconstruction of interlocking plant at Winston, Ill.

It appearing to the commission that the Wabash Railroad Company has made application to this commission for approval of plans covering the reconstruction of the tower and the machine installed therein, which was

destroyed by fire, and forming a part of the interlocking plant at Winston, Ill., at which point the tracks of the Wabash Railroad Company and the Illinois Central Railroad Company cross at grade the main track of the Chicago, Burlington & Quincy Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed that the said Wabash Railroad Company be, and the same is hereby authorized to reconstruct said interlocking plant according to said plans; and when same is completed, said petitioner shall report to this commission for its approval.

By order of the commission, this 1st day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Illinois Central Railroad Company for approval of plans covering certain changes in the interlocking plant at Coulterville, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Coulterville, at which point the tracks of the Illinois Central Railroad Company cross, at grade, the main track of the Illinois Southern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed that said changes to said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report same to this commission for its approval.

By order of the commission, this 1st day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company for approval of plans covering changes in interlocking plant at Pana, Ill.

It appearing to the commission that the Cleveland, Cincinnati, Chicago & St. Louis Railway Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Pana, Ill.; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed that said changes in said interlocking plant be, and the same are hereby authorized; and when such changes are completed, the petitioner shall report to this commission for its approval.

By order of the commission, this 14th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans covering certain additions and changes to the interlocking plant at Rondout, Ill.

It appearing to the commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Rondout, Ill., at which point the tracks of the Chicago, Milwaukee & St. Paul Railway Company cross at grade the tracks of the Elgin, Joliet & Eastern Railway Company, and it appearing that said changes and additions consist of the installation of detector circuit electric interlocking and some changes in the mechanical locking made necessary by the installation of the electric locking; and the plans having been examined and approved by F. G. Ewald, consulting engineer of this commission, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed that said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 15th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering certain changes in the interlocking plant at Otto, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Otto, Ill.; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed that said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, the petitioner shall report the same to this commission for its approval.

By order of the commission, this 16th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering certain changes in the interlocking plant at Kankakee Bridge, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Kankakee Bridge, Ill.; and the plans having been examined and approved by F. G. Ewald, consulting engineer of this commission, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed that said changes be, and the same are hereby authorized; and when said changes in said interlocking plant are completed, the petitioner shall report the same to this commission for its approval.

By order of the commission, this 16th day of May, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering certain changes in the interlocking plant at Portage, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes in the signaling arrangement of the interlocking plant at Portage, at which point the tracks of the Chicago, Burlington & Quincy Railroad Company form a junction with the tracks of the Illinois Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed that said changes to said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to the commission for its approval.

By order of the commission, this 11th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering the reconstruction of the interlocking plant at Gilman, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans covering the reconstruction and some changes and additions to the interlocking plant at Gilman, Ill., at which point the tracks of the Toledo, Peoria & Western Railway cross the tracks of the Illinois Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed that the reconstruction of said interlocking plant, together with certain changes and additions to same be, and the same is hereby authorized; and when all of said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 11th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the St. Louis Merchants Bridge Terminal Railway Company for approval of plans covering certain changes and additions to the interlocking plant at Granite City, Ill.

It appearing to the commission that the St. Louis Merchants Bridge Terminal Railway Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Granite City, Ill., at which point the tracks of the Chicago & Alton Railroad Company, the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and the Wabash Railroad Company are crossed at grade by the tracks of the St. Louis Merchants Bridge Terminal Railway Company, the tracks of the latter company also form a junction with the tracks of the Chicago, Peoria & St. Louis Railway Company of Illinois; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 11th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of plans covering construction of a new interlocking plant at Corwith, Ill.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for the approval of plans covering the construction of a new interlocking plant at Corwith, Ill., at which point the tracks of the Atchison, Topeka & Santa Fe Railway Company cross their two main tracks and two main tracks of the Chicago & Alton Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed that the said Chicago & Alton Railroad Company be, and the same is hereby authorized to construct and install according to said plans, said interlocking plant; and when this interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 19th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of revised plans covering the reconstruction of the interlocking plant at Girard, Ill.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for approval of revised plans for the reconstruction of the interlocking plant at Girard, Ill., at which point the main track of the Chicago, Burlington & Quincy Railroad Company

crosses the tracks of the Chicago & Alton Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Alton Railroad Company be, and the same is hereby authorized to reconstruct said interlocking plant according to said plans; and when same is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 19th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Lake Shore & Michigan Southern Railway Company for approval of plans covering certain changes and additions to the interlocking plant located at the Calumet River, Chicago, Ill.

It appearing to the commission that the Lake Shore & Michigan Southern Railway Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant located at the Calumet River, Chicago, Ill.; and it appearing that said changes and additions are for a temporary arrangement in order to permit trains of the Pennsylvania Lines to cross the present low level bridge of the Lake Shore & Michigan Southern Railway Company, pending the construction of a new high level bridge by the Pennsylvania Company; and the plans having been explained and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes and additions to said interlocking plant be and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 19th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Baltimore & Ohio Southwestern Railroad Company for approval of plans covering the reconstruction of the interlocking plant at Sandoval, Ill.

It appearing to the commission that the Baltimore & Ohio Southwestern Railroad Company has made application to this commission for approval of plans covering the reconstruction of the interlocking plant at Sandoval, Ill., at which point the main track of the Baltimore & Ohio Southwestern Railroad Company crosses the main track of the Illinois Central Railroad Company; and the plans having been examined and approved, as amended with respect to location of derails, by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Baltimore & Ohio Southwestern Railroad Company be, and the same is hereby authorized to reconstruct said interlocking plant according to said plans; and when the same is completed, said petitioner shall report to this commission for its approval.

By order of the commission, this 19th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Lake Shore & Michigan Southern Railway Company for approval of plans covering the construction of a new interlocking plant at Brookline Station in the city of Chicago, Ill.

It appearing to the commission that the Lake Shore & Michigan Southern Railway Company has made application to this commission for approval of plans covering the construction of a new interlocking plant at Brookline Station in the city of Chicago, Ill.; at which point is a junction of the tracks of the Lake Shore & Michigan Southern Railway Company with the tracks of the New York, Chicago & St. Louis Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Lake Shore & Michigan Southern Railway Company be, and the same is hereby authorized to construct and install according to said plans, said interlocking plant; when this interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 19th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes and additions to the interlocking plant at Riverdale, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Riverdale, Ill., at which point the tracks of the Illinois Central Railroad Company, the Pittsburg, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore & Ohio Chicago Terminal Railroad Company cross each other at grade; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 25th day of June, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the St. Louis Merchants Bridge Terminal Railway Company for approval of plans covering changes and additions to the interlocking plant at Madison, Ill.

It appearing to the commission that the St. Louis Merchants Bridge Terminal Railway Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Madison, Ill., at which point the tracks of the St. Louis Merchants Bridge Terminal Railway Company form junctions and cross each other

at grade; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 9th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering certain changes in the signaling arrangement of interlocking plant at Galena, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes in the signaling arrangement of the interlocking plant at Galena, Illinois, at which point the main track of the Illinois Central Railroad Company crosses a drawbridge spanning the Galena River and the main track of the Chicago, Burlington & Quincy Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 9th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

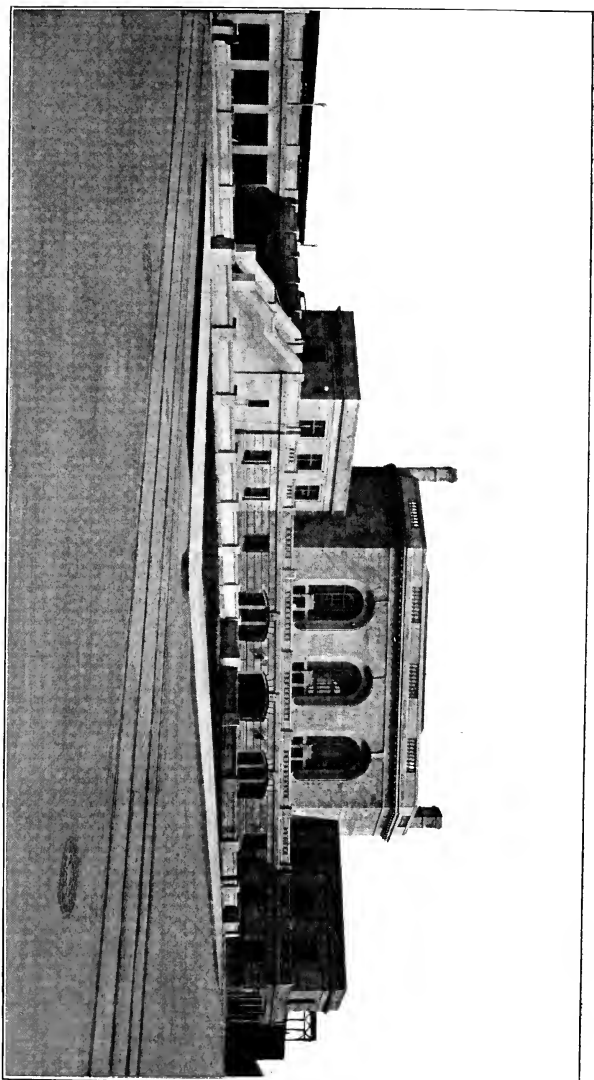
In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering certain changes in the interlocking plant at Fulton, Ill., known as Fulton No. 1.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Fulton, Ill., known as Fulton No. 1, at which point the tracks of the Chicago & Northwestern Railway Company are crossed at grade by the Chicago, Burlington & Quincy Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered and decreed by the commission that said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.



Union Station, Joliet, Ill.—Street Elevation. Chicago & Alton, Michigan Central, Chicago, Rock Island & Pacific and Atchison, Topeka and Santa Fe Rys.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering certain changes and additions to the interlocking plant at Kankakee Junction, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Kankakee Junction, Ill., at which point the tracks of the Chicago, Indiana & Southern Railroad Company and the Cleveland, Cincinnati, Chicago & St. Louis Railway Company cross at grade the main tracks of the Illinois Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans covering certain changes in the interlocking arrangements at Byron, Ill.

It appearing to the commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this commission for approval of plans covering changes in the signaling arrangement at Byron, Ill., and along the tracks of the petitioning road; it further appearing that these changes are made necessary by the construction of three-position upper quadrant block signals which are being installed by the petitioning road between Elgin and Savanna, said block signals to be operated by means of alternating current; it further appearing that at this point the tracks of the Chicago, Milwaukee & St. Paul Railway Company cross at grade the tracks of the Chicago Great Western Railroad Company, and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes in said interlocking arrangements at this point be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans covering certain changes in the interlocking arrangements at Ashdale, Ill.

It appearing to the commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this commission for approval of plans covering certain changes in the signaling arrangement at Ashdale, Ill., and along the tracks of the petitioning road; it further appearing that

these changes are made necessary by the construction of three-position upper quadrant block signals which are being installed by the petitioning road between Elgin and Savanna, said block signals to be operated by alternating current; it further appearing that at this point the main tracks of the Chicago & Council Bluffs division and the main track of the Kansas City division of the Chicago, Milwaukee & St. Paul Railway Company form junctions with each other, and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes in said interlocking arrangements be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans covering changes in the interlocking arrangement at Kittredge, Ill.

It appearing to the commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this commission for approval of plans covering certain changes in the signaling arrangement at Kittredge, Ill., and along the tracks of the petitioning road; it further appearing that these changes are made necessary by the construction of three-position upper quadrant block signals which are being installed by the petitioning road between Elgin and Savanna; it further appearing that at this point the main tracks of the Chicago & Council Bluffs division and Racine & Southwestern division of the Chicago, Milwaukee & St. Paul Railway Company form junctions with each other, and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes in said interlocking arrangements at this point be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans covering certain changes in the interlocking arrangements at Kingston, Ill.

It appearing to the commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this commission for approval of plans covering changes in the signaling arrangements at Kingston, Ill., and along the tracks of the petitioning road; it further appearing that these changes are made necessary by the construction of three-position upper quadrant block signals which are being installed by the petitioning road between Elgin and Savanna, said block signals to be operated by means of alternating current; it further appearing that at this point the tracks of the Chicago, Milwaukee & St. Paul Railway Company cross at grade the

tracks of the Chicago & Northwestern Railway Company, and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes in said interlocking arrangements at this point be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering certain changes and additions to the interlocking plant at Champaign, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Champaign, Ill., at which point the main track of the Wabash Railroad Company and the Cleveland, Cincinnati, Chicago & St. Louis Railway Company cross the main tracks of the Illinois Central Railroad Company at grade; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes and additions to said interlocking plant be, and the same is hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 16th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering the construction of proposed interlocking plant at Valley (Northfield), Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for approval of plans covering the construction of proposed new interlocking plant at Valley, (Northfield) Ill. at which point a junction is formed of the tracks of the Des Plaines Valley Railway Company with the tracks of the Wisconsin division of the Chicago & Northwestern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Northwestern Railway Company be and the same is hereby authorized to construct and install according to said plans, said interlocking plant; and when same is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 25th day of July, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the St. Louis, Peoria & Northwestern Railway Company for approval of plans covering the construction of a new interlocking plant at Athens, Ill.

It appearing to the commission that the St. Louis, Peoria & Northwestern Railway Company has made application to this commission for approval of plans covering the construction and installation of a new interlocking plant at Athens, Ill., at which point the tracks of the St. Louis, Peoria & Northwestern Railway Company cross at grade the tracks of the Chicago, Peoria & St. Louis Railway Company of Illinois; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed by the commission that the said St. Louis, Peoria & Northwestern Railway Company be, and the same is hereby authorized to construct and install said interlocking plant according to said plans; and when said interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 27th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering changes in the interlocking plant at Harvard, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for the approval of plans covering changes in the interlocking plant at Harvard, Ill., at which point the two lines of the Chicago & Northwestern Railway Company form a junction; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 27th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Vandalia Railroad Company for approval of plans covering an addition to the interlocking plant at Smithboro, Ill.

It appearing to the commission that the Vandalia Railroad Company has made application to this commission for approval of plans covering an addition to the interlocking plant at Smithboro, Ill., at which point the tracks of the Vandalia Railroad Company cross at grade the tracks of the Chicago, Burlington & Quincy Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed by the commission that the said addition to said interlocking plant be, and the same is hereby authorized; and when said addition is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 27th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the St. Louis, Peoria & Northwestern Railway Company for approval of plans covering proposed enlargement of the interlocking plant at Hollis, Ill.

It appearing to the commission that the St. Louis, Peoria & Northwestern Railway Company has made application to this commission for approval of plans covering the proposed enlargement of the interlocking plant at Hollis, Ill., at which point, when finally completed, the main track of the St. Louis, Peoria & Northwestern Railway Company will cross the main track of the Peoria Railway Terminal Company and a track of the Peoria and Pekin Union Railway Company; it will also include the crossing of the main track of the Toledo, Peoria and Western Railway Company with the main track of the Peoria Railway Terminal Company and a junction of said main track on the Toledo, Peoria and Western Railway Company with the main track of the Peoria and Pekin Union Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed by the commission that the said interlocking plant be enlarged according to said plans; and when said interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 27th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering a new interlocking plant to be constructed near Mason City, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for approval of plans covering a new interlocking plant to be constructed and installed near Mason City, Ill., where the main track of the St. Louis, Peoria & Northwestern Railway Company crosses at grade the main track of the Illinois Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of this commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed by the commission that the said Chicago & Northwestern Railway Company be, and the same is hereby authorized to construct and install said interlocking plant according to said plans; and when said interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 27th day of August, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Western Indiana Railroad Company for approval of certain changes and additions to the interlocking plant known as tower "A," at 15th and Dearborn streets, Chicago, Ill.

It appearing to the commission that the Chicago & Western Indiana Railroad Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant, known as tower "A," located at 15th and Dearborn streets, Chicago, Ill., at which point a junction is formed by the tracks of the Chicago & Western Indiana Railroad Company with the tracks of the Atchison, Topeka & Santa Fe Railway Company and the Chicago & Eastern Illinois Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant, be and the same are hereby authorized; when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 2d day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the St. Louis, Iron Mountain & Southern Railway Company for approval of plans covering certain changes and additions to the interlocking plant at Howardton, Ill.

It appearing to the commission that the St. Louis, Iron Mountain & Southern Railway Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Howardton, Ill., at which point a junction is formed by the two main tracks of the St. Louis, Iron Mountain & Southern Railway Company; and it appearing that said changes and additions consist of the introduction of the block signal which is to be interlocked; and the plans having been examined and approved by F. G. Ewald, consulting engineer, of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same is hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 2d day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the St. Louis, Iron Mountain & Southern Railway Company for approval of plans covering changes and additions to the interlocking plant at Halsey, Ill.

It appearing to the commission that the St. Louis, Iron Mountain & Southern Railway Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Halsey, at which point a junction is formed by the two main tracks of the St. Louis, Iron Mountain & Southern Railway Company; and it appearing that the said changes and additions consist of the introduction of the

block signal which is to be interlocked; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 2d day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Western Indiana Railroad Company for approval of plans covering certain changes and additions to the interlocking plant known as tower "B," at 16th and Grove streets, Chicago, Ill.

It appearing to the commission that the Chicago & Western Indiana Railroad Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant known as tower "B," at 16th and Grove streets, Chicago, Ill., at which point the tracks of the Chicago & Western Indiana Railroad Company for a junction with each other and include also several track connections; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 2d day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the St. Louis, Iron Mountain & Southern Railway Company for approval of plans covering changes and additions to the interlocking plant at Roots, Ill.

It appearing to the commission that the St. Louis, Iron Mountain & Southern Railway Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Roots, Ill., at which point the two main tracks of the St. Louis, Iron Mountain & Southern Railway Company form a junction; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 8th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Pennsylvania Company for approval of plans covering certain changes and additions to the interlocking plant at Burham, Ill.

It appearing to the commission that the Pennsylvania Company has made application of this commission for approval of plans covering certain changes and additions to the interlocking plant at Burham, Ill., at which point the main track operated by the Pennsylvania Company (South Chicago & Southern Railroad Company), crosses the main track of the Chicago & Western Indiana Railroad Company and the New York, Chicago & St. Louis Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 15th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company for approval of plans covering changes in the interlocking plant at Litchfield, Ill.

It appearing to the commission that the Cleveland, Cincinnati, Chicago & St. Louis Railway Company has made application to this commission for approval of plans covering changes connected with the interlocking plant at Litchfield, on account of automatic signals being constructed at that point by the Wabash Railroad Company through this plant, at which point the tracks of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company cross at grade the tracks of the Chicago, Burlington & Quincy Railroad Company, the Wabash Railroad Company and the Illinois Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 16th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Chicago & Eastern Illinois Railroad Company for approval of plans covering changes and additions to the interlocking plant at Findlay Junction, Ill.

It appearing to the commission that the Chicago & Eastern Illinois Railroad Company has made application to this commission for approval of plans covering changes and additions to the interlocking plant at Findlay Junction, Ill., at which point the main tracks of the Chicago & Eastern

Illinois Railroad Company form junctions with each other; and the plans having been examined and approved by the consulting engineer of this commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 26th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of plans covering the reconstruction of the interlocking plant at Sherman, Ill.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for approval of plans covering the reconstruction of the interlocking plant at Sherman, Ill., at which point the main tracks of the Chicago & Alton Railroad Company cross each other at grade and form a junction; and the plans having been examined and approved by F. G. Ewald, consulting engineer of this commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the Chicago & Alton Railroad Company be, and the same is hereby authorized to reconstruct according to said plans, said interlocking plant; and when same is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 26th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of plans covering the rehabilitation of the interlocking plant at Ridgely, Ill.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for approval of plans covering the rehabilitation of the interlocking plant at Ridgely, Ill., at which point the main track of the Chicago, Peoria & St. Louis Railway Company crosses the main tracks of the Chicago & Alton Railroad Company at grade; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the rehabilitation of said interlocking plant according to said plans, be and the same is hereby authorized; and when same is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 26th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of plans covering the reconstruction of the interlocking plant at Godfrey, Ill.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for approval of plans covering the reconstruction of the interlocking plant at Godfrey, Ill., at which point the main tracks of the Chicago & Alton Railroad Company form a junction with each other; and the plans having been examined and approved by F. G. Ewald, consulting engineer of this commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Alton Railroad Company be, and the same is hereby authorized to reconstruct interlocking plant according to said plans; and when same is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 26th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Pennsylvania Company for approval of plans covering interlocking at Calumet Park, Ill.

It appearing to the commission that the Pennsylvania Company has made application to this commission for approval of plans covering the construction of power distant signals to be located along the tracks of the South Chicago & Southern Railroad Company, which is operated by the Pennsylvania Company, at Calumet Park, Ill., at which point the tracks of the South Chicago & Southern Railroad Company cross at grade the tracks of the Michigan Central Railroad Company, the Baltimore & Ohio Chicago Terminal Railroad Company and the Indiana Harbor Belt Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of the commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed by the commission that the construction of said power distant signals in accordance with said plans, be and the same is hereby authorized; and when such signals are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 26th day of October, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Chicago & Northwestern Railway Company for approval of plans covering changes and additions to the interlocking plant at Division street, Chicago, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for approval of plans covering changes and additions to the interlocking plant at Division street, Chicago, Ill., which plant is designated to protect traffic passing through connections and junctions formed by the tracks of the Chicago & Northwestern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Chicago Great Western Railroad Company for approval of plans covering changes and additions to the interlocking plant at Bellewood, Ill.

It appearing to the commission that the Chicago Great Western Railroad Company has made application to this commission for approval of plans covering changes and additions to the interlocking plant at Bellewood, Ill., at which point the tracks of the Indiana Harbor Belt Railroad Company cross the tracks of the Aurora, Elgin and Chicago Railroad and the Chicago Great Western Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Chicago & Northwestern Railway Company for approval of plans covering additions to the interlocking plant at Melrose Park, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for approval of plans covering additions to the interlocking plant at Melrose, Ill., at which point a junction is formed by the tracks of the Chicago & Northwestern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said additions to said interlocking plant be, and the same are hereby authorized; and when said additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Chicago & Northwestern Railway Company for approval of plans covering changes and additions to the interlocking plant at Carpenter street, Chicago Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for approval of plans

covering changes and additions to the interlocking plant at Carpenter street, Chicago, Ill., which plant is designed to protect traffic passing through connections and junctions formed by the tracks of the Chicago & Northwestern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions to said interlocking plant are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Chicago & Western Indiana Railroad Company for approval of revised plans showing changes and additions to the interlocking plant known as tower "A," at 15th and Dearborn streets, Chicago, Ill.

It appearing to the commission that the Chicago & Western Indiana Railroad Company has made application to this commission for approval of revised plans covering changes and additions to the interlocking plant known as tower "A" at 15th and Dearborn streets, Chicago, Ill., at which point connections and junctions are formed by the tracks of the Chicago & Western Indiana Railroad Company, the Atchison, Topeka & Santa Fe Railway Company, the Chicago & Eastern Illinois Railroad Company and the Chicago, Indianapolis & Louisville Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Illinois Central Railroad Company for approval of plans covering changes in the interlocking plant at North Litchfield, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at North Litchfield, Ill., made necessary to accommodate the newly constructed double tracks of the Wabash Railroad Company, at which point the main track of the Illinois Central Railroad Company crosses the tracks of the Wabash Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, except as to the location of the back-up derails in tracks of the Wabash Railroad Company; with the understanding that these derails be located not less than two hundred feet from the fouling points, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same is hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the St. Louis, Iron Mountain & Southern Railway Company for approval of plans covering additions to the interlocking plant at Raddle, Ill.

It appearing to the commission that the St. Louis, Iron Mountain & Southern Railway Company has made application to this commission for approval of plans covering additions to the interlocking plant at Raddle, Ill., at which point the main tracks of the St. Louis, Iron Mountain & Southern Railway Company form a junction with each other; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said additions to said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the St. Louis, Peoria & Northwestern Railway Company for approval of plans covering changes and additions to the interlocking plant at Curran, Ill.

It appearing to the commission that the St. Louis, Peoria & Northwestern Railway Company has made application to this commission for approval of plans covering changes and additions to the interlocking plant at Curran, Ill., at which point the main tracks of the Wabash Railroad Company cross the main track of the Chicago, Peoria & St. Louis Railway Company of Illinois; and it appearing that these changes and additions are made necessary by the fact that the main track of the St. Louis, Peoria & Northwestern Railway Company crosses over the tracks of the above mentioned companies in such a way as to necessitate the moving of the signals and accompanying units, so that they will not be hidden by the overhead structure of the St. Louis, Peoria & Northwestern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, the petitioner shall report the same to this commission for its approval.

By order of the commission this 12th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Illinois Central Railroad Company for approval of plans covering certain changes in the interlocking plant at Kinmundy, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Kinmundy, Ill., at which point the main track of the Chicago & Eastern Illinois Railroad Company crosses at grade the main tracks of the Illinois Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed by the commission that the said changes to said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission, this 20th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of application of the Illinois Central Railroad Company for approval of plans covering changes in the interlocking plant at Edgewood, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes to the interlocking plant at Edgewood, Ill., at which point the main tracks of the Illinois Central Railroad Company are crossed by a main track of the Baltimore & Ohio Southwestern Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 20th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes in the interlocking plant at Odin, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Odin, Ill., at which point the main track of the Baltimore & Ohio Southwestern Railroad Company crosses at grade the main tracks of the Illinois Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 20th day of November, 1912, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

RULES OF PRACTICE

Before the Commission.

IN FORCE OCTOBER FIRST, NINETEEN-TEN.

1.

REGULAR MEETINGS.

The regular monthly meeting of the commission will be held at its office in Springfield, Ill., on Tuesday after the first Monday in each month, beginning at 9:00 o'clock a. m. But if the day above designated for such meeting shall at any time fall upon an election day, or legal holiday, then the meeting shall be held upon the day following.

Meetings for receiving, considering and acting upon petitions, applications and other communications, and also for considering and acting upon any business before the commission, other than contested cases, may be taken up and disposed of at any time that a quorum of the commission may be present.

2.

SPECIAL SESSIONS.

Special sessions may be held at other times and places, when, in the judgment of the commission, the public interest requires it.

3.

MEETINGS IN CHICAGO.

The commission will meet at its office in the city of Chicago on Thursday after the first Monday in each month, for the purpose of auditing the bills of the grain department, and for the hearing of such cases as may be, from time to time, set for hearing at Chicago; and on the first Wednesday after the first Monday in the months of January, May and September for the purpose of considering petitions for changes of classification or the classification of new articles.

4.

COMPLAINTS.

All complaints must be presented by petition, printed or written, (or partly printed or written), setting forth briefly the facts claimed to constitute a violation of the law, and must be signed by the petitioner, or by some officer, agent or corporation making the complaint, who must be a party interested. The name of the carrier or carriers com-

plained against must be stated in full, and the address of the petitioner, with the name and address of his attorney or counsellor, if any, must appear upon the petition.

All complaints for claims for overcharge, demurrage, storage or similar charges, against any railroad or other common carrier in this State, shall be filed in the office of this commission in the city of Chicago.

5.

PETITION FOR CROSSING OR INTERLOCKER.

The petition shall state the name of the petitioner, its location, its business. The full names of all the defendant's roads, or roads interested, the place it desires to cross said road, the manner in which it desires to cross. If an interlocker, where the same is to be placed, the roads it affects and which are interested, there shall also be filed with such petition a plat properly prepared on *light thin paper* showing the exact location of the road or roads, the place of crossing or interlocking. Two copies of such petition shall be filed for the use of the commission and one for each defendant road.

All contracts between railroads in relation to crossings, interlocking plants, or any other matters, shall be properly certified to by the proper officers of such railroads or other corporations, under the seal of the corporation, before filing with this commission. .

6.

SERVICE OF PETITION.

The commission will cause a copy of the petition, to be served personally or by mail in its discretion, upon each defendant shown by such petition.

7.

TIME OF SERVICE.

If the petition shall be served upon the defendant ten days before the next regular meeting of the commission as herein established, the case shall stand for hearing at that meeting, but if such petition shall be served less than ten days before such regular meeting, then such petition shall stand for hearing at the next regular meeting.

8.

PLEADINGS AND BRIEFS.

All pleadings, briefs and other papers filed in any case shall be printed or typewritten. Four copies of each brief shall be filed with the secretary of the commission.

9.

PRACTICE.

Cases shall stand for hearing at such regular meetings in the order of their numbers unless the commission shall for good cause vary such

order; and in the general manner of conducting hearings, producing testimony, etc., the commission will be governed by the general system of practice which obtains in the circuit courts of Illinois, so far as the same is applicable to these proceedings.

10.

CITATION BY COMMISSION.

In the case of any proceeding begun under the interlocking Act or Acts, by a citation issued by order of the commission instead of by petition, the secretary shall make such citation returnable at the next regular monthly meeting of the commission, if the same shall take place ten days or more after the time of issuing such citation; but if such citation shall not be served upon any defendant therein named ten days or more prior to the first day of the next meeting, then such citation shall stand for hearing at the next regular meeting.

11.

ANSWERS.

Such answers as any defendant may desire to make to any petition, or such return as any company may desire to make to any citation which may be issued, shall be filed in the office of the commission at Springfield not later than the morning of the day upon which said petition or citation stands for hearing upon the docket in accordance with these rules; and such answers or return shall close the written pleadings in the case.

12.

HEARINGS.

Upon issue being joined the commission will assign a time and place for hearing the case; which will be at the office at Springfield, unless otherwise ordered. Witnesses will be examined orally before the commission, and their testimony taken down and filed in the case, unless the facts be agreed upon as provided for in these rules. The complainant must in all cases establish the facts alleged to constitute a violation of the law; unless the carrier complained against admits the same. Facts alleged in the answer must also be proved by the carrier unless admitted by the petitioner. In case of failure to answer, the commission will take such proof of the facts as may be deemed proper and reasonable, and make such order thereon as the circumstances of the case require.

13.

AMENDMENTS.

Amendments to any petition or answer in any proceeding or investigation may be allowed by the commission in its discretion.

14.

EXTENSION OF TIME.

Extension of time may be granted upon the application of any party to the proceedings in the discretion of the commission.

15.

STIPULATIONS.

The party to proceed or investigate before the commission may by stipulation in writing filed with the secretary, agree upon the facts, or any portion thereof involved in the controversy, which stipulation shall be regarded as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

16.

WITNESSES AND SUBPOENA.

Subpœnas requiring the attendance of witnesses will, upon the application of either party, or upon the order of the commission, be issued by the secretary, under the seal of the commission, and such subpœnas, when issued on the application of a party shall be delivered to the party requesting the same. All fees for the service of subpœnas and all witnesses fees shall be paid by the party at whose instance such subpœnas shall be served or such witness called. Subpœnas for the production of books, papers or documents (unless directed to be issued by the commission upon its own motion) will be issued upon application in writing, and when it is sought to compel witnesses, not parties to the proceedings, to produce such documentary evidence, the application must be sworn to and must specify as nearly as may be the books, papers or documents desired, and that the same are in possession of the witness or under his control; and also by facts stated in said application show that they contain evidence material to the issue. Applications to compel a party to the proceeding to produce books, papers or documents, need only set forth in a general way the books, papers or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

17.

COPIES AND BLANK FORMS.

Copies of any petition, complaints, answer or the testimony in any matter or proceeding before the commission, or of any order, decision or opinion by the commission will be furnished upon application to the secretary upon such terms as the commission shall prescribe. Copies of blank forms will be furnished on application by the secretary without any charge.

18.

MANNER OF CONDUCTING CASES.

In all contested cases the petitioner will open and close the case. Each party will be allowed to introduce such evidence as is admissible under the rules of evidence, and each party will be fully heard upon all points in the case by counsel or other representative.

19.

PRACTICE.

The commission will be governed by the practice which obtains in the circuit court of Illinois, so far as the same is applicable.

20.

QUORUM.

Two members of the commission shall constitute a quorum for the transaction of all business that may come before the commission, and if no quorum of the commission to be present on any day named in these rules for any regular meeting of the commission, and there [are] causes on the docket ready for hearing, the secretary of the commission shall adjourn such meeting from day to day (noting the same upon the record) until a quorum is present for transaction of business, at which the hearing shall be proceeded with in the same manner as it would had a quorum been present on the day named in the rules of said meeting. When the secretary shall be aware in advance that a quorum will not be present on the day named for regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise, of the fact, and also let them know on what day a quorum is expected to be present.

21.

CORRESPONDENCE.

All complaints and petitions or answers of every kind and character in any proceedings before the commission, or any motion or application in relation thereto, and all letters and telegrams shall be addressed to the *Railroad and Warehouse Commission, Springfield, Illinois*, and may be opened by the secretary and when opened and examined by him shall be assigned and sent to the proper department of such commission.

All communications requiring decision or action of the commission, shall be placed upon the desk of the chairman of the commission, said mail being assigned in accordance with the detailed rules of the office.

22.

SUBPOENAS FOR WITNESSES.

The secretary of the commission is hereby empowered, without further specific order, to issue from time to time, under his hand and seal of the commission, such subpoenas for witnesses in any case arising under either of said acts as any party thereto may request to be issued. Said secretary shall advance no fees for the service of any such subpoenas, but leave the party calling for the same to serve it or procure it to be served as he shall see fit.

23.

CASES CARRIED TO NEXT REGULAR MEETING.

Every case which may for any reason remain on the docket, not finally disposed of at the conclusion of any regular meeting of the commission, shall stand continued to the next regular meeting, in such case without specific action or instructions by the commission.

24.

OVERHEAD CLEARANCES.

The clearance for all overhead obstructions, bridges, etc., shall be not less than twenty-two (22) feet from the top of the rail for the lowest point of such overhead obstruction, except in specific cases, where by order of the commissioners, a less clearance may be permitted.

25.

TRACK CENTERS.

In order to give sufficient space for men working in train and yard service, all tracks must be spaced not less than thirteen (13) feet from center of one track to center of the next adjoining track.

26.

FORM OF PETITION FOR INTERLOCKERS.

To the Railroad and Warehouse Commission of the State of Illinois:

The Rail..... company avers that it owns and operates a certain railroad extending from to within the State of Illinois; that the main track of said railroad crosses at grade the main track of the..... Rail company in the county of; that petitioner desires to unite with said Rail..... company in protecting said crossing with proper devices and appliances, thus securing greater safety to persons and property, and enabling trains to pass said crossing without stopping; that the public good requires that said crossing be so pro-

tected; and petitioner files herewith a plat showing the location of the tracks involved in said crossing; and making said plat a part of this petition

.....
 In consideration of the premises, petitioner prays this commission to give notice to the said Rail company, which is made defendant to this petition, and to proceed to view the site of said crossing, and appoint a time and place for a hearing of this petition, and that upon such hearing the commission will enter an order prescribing a proper device and machinery for the protection of said crossing; and the petitioner further prays that the commission will fix in such order the proportion of the cost for the construction, maintenance and operation of such device which each of the parties hereto shall pay; and prays generally for such other relief as may be appropriate to the case.

.....
Petitioner.

.....
Its Solicitor.

27.

NOTICE OF PETITION FOR INTERLOCKER.

Office of the Railroad and Warehouse Commission of the State of Illinois.

To the Rail Company:

You are hereby notified that on the day of 19.... the Rail..... company filed in the office of the Railroad and Warehouse Commission of the State of Illinois, a petition praying for the protection, by proper devices and machinery, of a certain grade crossing of the main tracks of your railroad. Said petition will stand for hearing before this commission at the office in the State House, in the city of Springfield, Illinois, on, the day of 19....., at 9:00 o'clock, a. m., at which time and place the said commission will proceed to try the question whether or not the said crossing shall be protected by interlocking or other devices and in case the said companies are unable to agree to prescribe if the public good is deemed to require it, what kind of device, equipment and machinery shall be put in by the companies concerned, and the proportion of the cost of the construction, maintenance and operation thereof, which each of said companies shall pay; and you can, if you think proper, appear

through your proper officers or counsel at the time and place above mentioned and be fully heard by the commission upon all matters involved in said petition.

The commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Witness secretary of said commission, and the seal thereof, at Springfield, Illinois, this day of A. D. 19....

.....
Secretary.

28.

FORM OF CITATION.

Office of the Railroad and Warehouse Commission of the State of Illinois.

To the Rail..... Company:

WHEREAS, Facts have come to the knowledge of the Railroad and Warehouse Commission of the State of Illinois, which give the said commission cause to believe that the grade crossing between the main tracks of the Rail company and the Rail company, situated in the county of, in the State of Illinois, is probably dangerous to the public and to persons operating the trains across and over the same, and that said crossing probably requires protection by proper device, machinery and appliances.

Therefore, you, the said..... Rail company, implicated herein with the said Rail..... company, are hereby notified and cited to come before the said Railroad and Warehouse Commission at..... on the day of, 19...., at the hour of o'clock,m., then and there to show cause why you should not be required to unite with said Rail..... company in providing said crossing with such safety appliances, devices and machinery as may in the judgment of said commission, after fully hearing, be thought requisite for the proper protection thereof; and said commission, in case the protection of said crossing is, after hearing deemed necessary, will also, unless the company agrees thereon, prescribe and order proper devices, machinery and appliances for the protection of said crossing, and also fix the proportion of cost each company concerned shall pay for the construction, maintenance and operation thereof; upon all which matters you will, through your proper officer or counsel be fully heard at the time and place specified, if you see fit to appear.

Witness secretary of said commission, and the seal thereof, at Springfield, Illinois, this day of A. D. 19....

.....
Secretary.

COMPLAINT AGAINST CARRIER.

A. B.	}	ss.
vs.		
The	Railroad Co.	

The petition of the above named complainant respectfully shows:

I. That (here let complainant state his occupation and place of business).

II. That the defendant above named is a common carrier engaged in the transportation of freight and passengers by railroad, and as such common carrier is subject to the laws of the State of Illinois.

III. That (here state concisely the matters complained of).

WHEREAS, The petitioner prays that the defendant may be required to answer the charges herein, and that upon a final hearing hereof the commission will make such order in the premises as may seem meet.

Dated at, Illinois, this day of
A. D.

A. B.
Complainant's Signature.

The	}	ss.
vs.		
A. B.		

Answer.

The above named defendant for answers to the complaint in his proceeding respectfully states:

I. That (here follows the usual admissions, denials and averments).

Wherefore, the defendant prays that the complaint be dismissed.

THE RAILROAD Co.

By E. F., (*Title of Office*)

RULES

Governing Installation of Interlocking Devices.

RULES GOVERNING THE INSTALLATION OF INTERLOCKING DEVICES.

For the information of railroad officials contemplating the construction and operation of interlocking devices for the protection of grade crossings and junctions, in accordance to the statutory provisions governing the same, as defined in the foregoing Acts, the following general rules and specifications are adopted and will be held as requirements by the Railroad and Warehouse Commission, where the approval of any such interlocking signals and switches or permit for operating the same is applied for, as provided in the several Acts of the General Assembly concerning interlocking:

INFORMATION TO BE FILED WITH THE SECRETARY OF THE
COMMISSION WITH PETITION FOR APPROVAL OF ANY
PLAN, AND FOR INSPECTION OF ANY INTER-
LOCKING SYSTEM.

I.

Prior to the commencement of the erection of an interlocking system there should be filed with the secretary of the commission, for approval of or amendment by the consulting engineer, a complete plan, in duplicate, showing the location of all main tracks, sidings, switches, cross-overs, spur tracks, buildings and other obstructions to the view at or in the vicinity of the crossings or junctions to be protected; also showing the proposed location of all switch points, signals, locks, detector bars, towers, etc.—the same to be fixed by measurements indicated by plain figures, or by a plan drawn to a scale of not less than 50 feet nor more than 100 feet, to one inch.

The grade of each track per 100 feet must be shown on the said plan, also the direction in which trains are moved thereon. All tracks must be marked “main,” “side,” “transfer,” etc., according to use.

At each switch, derail, signal, detector bar, lock, etc., shown on the said plan there must be marked the number of the lever to operate the same.

Request for
approval of
plan.

II.

Plan of completed system.

A petition for inspection of any interlocking system, filed as provided in the Acts of 1887 and 1891, must be accompanied by a plan similar to that described in Article I, with all corrections made thereon that may be necessary to show the interlocking system as completed.

III.

Diagram of locking.

A complete diagram of locking must be furnished with petition for inspection of any interlocking system. This diagram must correspond with the arrangement of locking dogs as finally located and fixed.

IV.

Manipulation sheet.

A manipulation sheet showing the combination necessary to be set up for each of the several routes governed by signals must be furnished with petition for inspection.

V.

Copy of rules.

Where special instructions are issued for the guidance of employees using the tracks within the limits of an interlocking system of unusual complexity, a copy of such instructions should be furnished with petition for inspection.

IMPORTANT REQUIREMENTS AND RECOMMENDATIONS FOR GUIDANCE IN CONSTRUCTION.

VI.

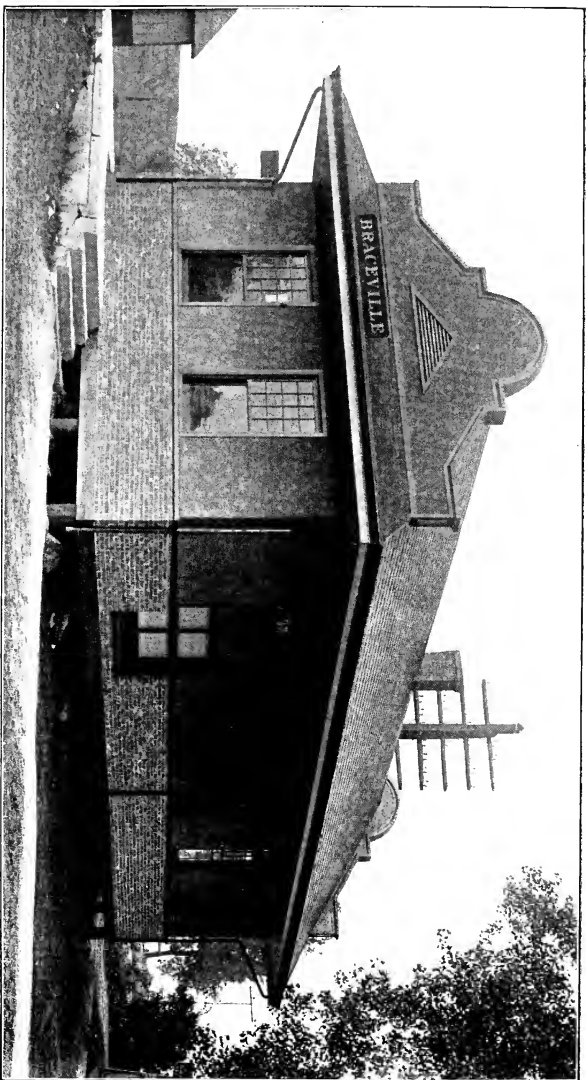
Styles of signals.

It being desirable that a uniform system of signals shall be used at all interlocking systems, it is recommended that all signals should be of the semaphore type. All signals must be so constructed as to go to the danger position by force of gravity in case the connections between the operating lever and the signal are broken. All signals must be provided with a lamp, showing front lens properly focused, and a back light, except as hereinafter provided.

VII.

Home signals.

The home signal should, when practicable, be located on the engineman's side of the track it governs, and should not be less than fifty (50) feet nor more than two hundred (200) feet in advance of the point it governs, except when special conditions exist. The signal must point to the right of the track it governs, and should have a square end. When the



Chicago & Alton R. R. New Station at Braceville, Ill.—Rear Elevation.

derail or facing point or crossing is set against the train movements governed by the home signal, the signal must be locked in horizontal position, showing red, or danger color light by night, indicating "danger—stop." When the track it governs is clear and safe for the passage of trains the signal may be inclined at an angle of about sixty (60) degrees or more from the horizontal, showing a white line or clear light by night to approaching train, indicating "clear track—advance." In case two signal arms are used on the home signal post the top signal should in all cases govern main or high speed routes, and the lower signal the diverging route or routes. In mechanical interlocking systems, the home signal may be worked by either pipe or wire connections. In case wire is used there must be two lines.

VIII.

The distant signals should be located not less than twelve hundred (1,200) feet in advance of the home signal with which it operates, on the same side of track, with the arm pointing in the same direction. The distant signal should be distinguished by a notch cut in the end of a semaphore arm. It must be so arranged and connected with the home signal that it will be held in a horizontal position, showing green or caution color light by night to approaching train when the home signal indicates danger. The distant signal must be worked by two lines of wire.

Distant sig-
nals.

IX.

Rotating indicators, known as pot or disc signals, should only be used as switch indicators, operating with a switch.

Switch Indica-
tors.

X.

Dwarf signals, having a small arm and suitably adapted as to height, should be similar in design and location to the home signal. They should be used only to govern movements on secondary tracks or movements against the current of traffic on main track when such reverse movements become necessary, and when necessary in yards.

Dwarf signal.

XI.

Bracket posts should be used in all cases where it is necessary to signal trains, on different tracks, operated in the same direction from the same main post; the position of the posts on the bracket to correspond with the position of track on which movements are to be governed.

Bracket posts

XII.

General
arrangement
of signals.

The signalman in the tower should be able to see the arms and back lights of all signals; the back lights of the lamps to be made as small as practicable, having regard to efficiency. When the front lights are visible to the signalman in the tower no back light will be required. If from any unavoidable cause the arm or light of any signal can not be seen by the signalman, a repeater or indicator should be provided in the signal tower.

XIII.

Fixed lights in
tower.

The fixed lights in the signal tower should be screened off so as not to be mistaken for the signals exhibited to control the running of trains.

XIV.

Derails in high
speed tracks.

Where the grade is practically level, the derailing points on high speed tracks shall be located not less than five hundred (500) feet in advance of crossing or fouling point which it is intended to protect; but in case of a descending grade toward the crossing or fouling point, the derailing point must be located at such distance from the crossing or fouling points as to give the same measure of protection that is required for level approach.

When, in the opinion of the consulting engineer of the commission, the train service and character of traffic on any high speed track is such that the above limit can be varied from, he may approve location of derails at such distance in advance of crossing or fouling point as in his judgment would give an equal measure of protection.

Guard rails.

Guard rails will be required in interlocking systems hereafter constructed whenever the consulting engineer shall deem them necessary.

XV.

Derail points
on secondary
tracks.

On secondary tracks, under such as switching, drilling, storage and low speed tracks, the derail point should be located so as to give the same measure of safety required for high speed tracks.

XVI.

Derail for
main track
crossing sec-
ondary
track.

When the crossing is made by a switching, drilling, storage or low speed track with a high speed track on which trains are moved in both directions the derail on the high speed track should be located on each side of the crossing, and at the distance therefrom indicated in article XIV. A derail should be located on the secondary tracks on each side of the crossing according to the requirements of article XV.

XVII.

In case two or more secondary low speed tracks cross each other at grade, each track should be provided with a derail on each side of the crossing. The distance of the derail in advance of the crossing should be governed by the kind of traffic upon such tracks, provided that the same measure of safety is secured at such crossings as is required for the protection at crossings of high speed tracks.

Derails on secondary track.

XVIII.

In case a spur, siding or switch track connects with the main track between the derail and the crossing which it protects, the spur or siding should be treated as the crossing track, and be provided with a derail in accordance with the foregoing requirements.

Derails on spur tracks or sidings.

XIX.

In case of double track crossings where trains are moved on each track, as a rule, in one direction, a derail should be provided for the back-up movements, and for the further purpose of insuring clearances of crossings before clearance signal can be given on opposing route. The back-up derail should be placed not less than one hundred and fifty (150) feet nor more than three hundred (300) feet from the crossing.

Derails on double track — Back-up derails.

XX.

In mechanical interlocking plants all derails and point switches whether facing or trailing, must be worked either by iron or steel pipe not less than one inch in diameter.

Derails — How worked.

XXI.

All slip switches, movable point frogs and derails should be locked either by separate line of connections from those used to move such slip switches, movable point frogs or derails, or by double pointed switch and lock movement of approved patterns.

Locks for derails, slip switches and movable point frogs.

Where the double pointed switch and lock movement is used on high speed main tracks it must be in connection with a bolt lock operated with the home signal, which indicates the position of the facing point.

XXII.

Switch movements should be located on long ties extending a sufficient distance from the rail or on other suitable foundation; and the switch movement should be further con-

Switch movements.

nected with the rails by a continuous plate extending under the rails, fitted with rail braces to insure accurate adjustment and maintenance of gauge of track. All ties to which lock movements or switch and lock movements are fastened should be firmly strapped to adjacent ties.

XXIII.

Detector bars.

All derails, facing point switches, scotch blocks, torpedo signals or other fixtures used in either changing the route or impeding the progress of trains shall be protected by detector bars. These detector bars must be at least fifty (50) feet in length. The first interval of the movement of the switch level which withdraws the locking pin must at the same time raise the detector bar above the level of the rail. The final movement of the switch lever must advance the detector bar to its normal position—level with the rail. If the detector bar is not worked on the switch lever it must be actuated before the switch is moved in either direction.

DETECTOR CIRCUITS—When sufficient evidence is presented by any railroad company desiring to erect or re-construct any interlocking plant in this State that it is well equipped with good and sufficient maintenance forces for properly caring for all circuits in any way connected with interlocking plants, and having due regard for any and all circumstances which may surround each particular case, electric detector circuits may be installed in lieu of mechanical detector bars.

XXIV.

Detector bar
at crossings.

When, in the opinion of the consulting engineer of the commission, it is practicable, detector bars or electric locking will be required at each crossing. Crossing bars should be interlocked with the movement that operates the derails to insure a clear crossing before an opposing route can be set or signals be given.

XXV.

Arrangement
of levers in
mechanical
machine.

In all mechanical interlocking the levers by which points and signals are worked should be grouped in a tower and supported on a suitable foundation, which should be independent of the foundation of the tower. All levers should be pivoted on one common center. So far as may be practicable and consistent with a simplified lead-out, the levers, especially in large machines, should be so arranged that those used in any route combination shall be near together, preference being given to combinations most often set up. The levers should be numbered from left to right. The visible parts of the levers above the machine, except the finished part of the handle, should be painted as follows: Switch

levers, black; lock levers, blue; switch and lock levers, black and blue; home signal levers, red; distant signal levers, green; and movable point frog levers, yellow.

XXVI.

The locking should be actuated by the action of the latch rod, or by a device performing similar service in advance of the first movement of any lever. The first act in reversing a lever must lock the levers of all conflicting routes.

Preliminary locking.

XXVII.

The levers should be so arranged that while the signals are in their normal positions, *i. e.*, at danger, the levers operating points shall be free to move: *Provided, however*, that the preliminary act of reversing any lever shall lock all signal levers controlling opposing routes. The arrangement of locking must be such as to make it impossible for the signalman to lower the signal for the approach of the train until he has first set the points in the proper position for it to pass over the route governed by such signal. The locking must be so devised as to make it impossible for the signalman to exhibit at the same moment any two signals or combination of signals that can lead to a collision.

Locking of levers.

XXVIII.

Signal towers should be so placed and of such height as to afford the best possible view of the signals and other parts of the interlocking system.

Signal towers.

XXIX.

Each line of pipe operating points must be automatically compensated. Such automatic compensators must be located at such intervals in the line as to completely provide for expansion and contraction at various temperatures.

Automatic compensators.

XXX.

All pipe compensators and cranks must be fixed on suitable foundations.

Foundations of pipe compensators and cranks.

XXXI.

In case there are cross-overs, turn-outs, or other connecting tracks involved in the general system upon which the movement of cars and trains present an element of *danger*, which danger will be enhanced by the passage of trains over crossings or junctions without stopping, and consequently at higher speed than would be the case without the permit

General requirements.

sought, then, and in all such cases, whether such enhanced danger be of collision between different cars or trains of the same road or between cars or trains of different roads, it will be necessary, in addition to the protection of the main crossing to provide by the proper devices and appliances against any such increased collateral dangers in the same complete manner that is required in the case of the main crossing. The material and workmanship must be in all respects first-class, and the entire system must be constructed in accordance with the best practice in signaling, and as a whole must, when completed, secure protection at every point within its limits, and be in every way suitable and sufficient for the purpose.

XXXII.

System to be complete when inspection is requested.

Inspection for issue of permit will not be made until the entire system is completed, connected and operated under orders to hold home signal against trains until they have made a full stop for the crossing or junction governed by such signal. And in no case will the inspection be made until all information hereinbefore specified to be furnished to the secretary shall be on file in the office of the commission.

XXXIII.

Changes in system after permit is issued.

In case any company desires to make any change in the mechanical construction, arrangement of location of any interlocking system or machine now or hereafter operated under permit of the Railroad and Warehouse Commission, or any of the parts of such system, a new or supplemental petition with amended plans shall be filed with the secretary of the commission, showing specifically the nature of the changes proposed, and a new permit procured thereon to operate such system as changed or amended, and any such change made without a new permit first being procured in pursuance of this rule, or any change made by any company in the manner of moving cars and engines within the limit of the interlocking system, not contemplated by the commission when the permit was issued, will be deemed *ipso facto* to work a forfeiture of the permit.

XXXIV.

Monthly reports of the general condition, etc., of each interlocking system.

Blank forms for monthly reports of inspection and maintenance will be supplied to each railroad company having interlocking equipment in operation under authority from the commission, and on the first day of each month it shall be the duty of the proper officer of each company to answer thereon as fully as practicable, and separately for each in-

terlocking system or device, the questions set forth, and promptly forward the same to the consulting engineer of the commission at Springfield.

In the event of a disagreement in the reports submitted for any interlocking system or device, and where such disagreement calls in question the safe operation thereof, it shall be the duty of the consulting engineer to examine such system or device and report its condition to the commission.

Approved and adopted by the Railroad and Warehouse Commission
Sept. 8, 1897.

FRANK G. EWALD,
Consulting Engineer.

WILLIAM KILPATRICK,
Secretary.

RULES

Governing Inspection of Safety Appliances.

RULES FOR INSPECTION OF SAFETY APPLIANCES WITH CLASSIFICATION OF DEFECTS TO BE REPORTED.

RULE 1.

Previous to examining equipment, inspector shall make himself known to the foreman or other official of the mechanical department, or, in the absence of that officer, to the agent or other employee next in authority. In all cases have name and title of such officer or employee included in report of inspection. Whenever practicable, the official found in charge should be invited to accompany or send a representative with the inspector, and the person so accompanying the inspector should have his attention drawn to all defects likely to endanger life or limb.

RULE 2.

Report location of all curves in yards and sidings on which M. C. B. coupler will not couple or remain coupled, the practice generally followed where such curves exist, and whether any special device is employed.

RULE 3.

SECTION 1. Secure information, when practicable, in reference to practice of handling brakes on descending grades. Ascertain whether hand brakes are used and to what extent.

§ 2. Ascertain what inspection is given to air-brake cars leaving terminals, and whether engineers are informed of exact number of air-brake cars with effective brakes.

§ 3. Observe closely whether air-brake defect cards are attached or not. These cards are of two kinds: One designates that the car must not be placed between air-brake cars at all, on account of certain defects; the other signifies that the car may be used between air-brake cars as a means of continuing the connection, but that the brake on that particular car is inoperative.

These cards indicate defects which should be repaired promptly; report if this is done.

SECTION 1. Special attention should be given to grab irons on roofs of cars and when reporting loose grab irons, state whether secured with lag screws or bolts and to a substantial part of car frame.

§ 2. As loose hand-holds and grab irons may originate in car shops, observe closely new cars and those lately out of shop. Report all defects found in running boards and ladders.

§ 3. Report as to results of the use of pivotal couplers on locomotives assigned to switching.

§ 4. Note to what extent men have to go between cars to couple them during the make-up of trains. Also to what extent men step in to open or close knuckles by hand. This should be ascertained by careful observation.

§ 5. State fully all particulars of any other than the M. C. B. type of coupler found on coaches or cars of all kinds.

§ 6. Note on report of defective cars whether your inspection was made prior to inspection of railway company's inspector and, if possible, show disposition of cars found defective.

DEFECTIVE COUPLERS AND PARTS.

1. Coupler body broken.
2. Knuckle broken.
3. Knuckle pin broken.
4. Lock block broken.
5. Lock block bent. (See footnote A.)
6. Lock block wrong. (See footnote A.)
7. Knuckle pin wrong. (See footnote A.)
8. Lock block worn. (See footnote B.)
- 9a. Coupler worn. (As per M. C. B. limit gauge.) (See footnote B.)
- 9b. Knuckle worn. (As per M. C. B. limit gauge.) (See footnote B.)
10. Guard arm short.
- 11a. Knuckle missing.
- 11b. Lock block missing.
- 11c. Knuckle pin missing.
- 11d. Lock block key missing.
- 11e. Lock block trigger missing.
- 11f. Lock set missing.
12. Lock block inoperative.
13. Knuckle pin bent.
14. Lock link broken.
15.
16.
17.
18.
19.
20.

FOOTNOTES.

A. Nos. 5, 6 and 7 are defects only when interfering with safe operation.

B. Nos. 8, 9a and 9b are defects only when worn sufficiently to destroy contour line by allowing lost motion to approach the danger point as shown by M. C. B. limit gauge.

DEFECTS TO UNCOUPLING MECHANISM.

- 21. Uncoupling lever broken.
- 22. Uncoupling chain broken.
- 23. End lock, or casting, broken.
- 23x. End lock, or casting, incorrectly applied.
- 24. Keeper broken.
- 24x. Keeper incorrectly applied.
- 25. Uncoupling lever bent. (See footnote A.)
- 26. Uncoupling chain too short.
- 27. Uncoupling chain too long.
- 28. End lock, or casting, loose. (See footnote B.)
- 29. Keeper loose. (See footnote B.)
- 30. End lock, or casting, wrong. (See footnote C.)
- 31. Keeper wrong. (See footnote C.)
- 32a. Uncoupling lever incorrectly applied. (See footnote D.)
- 32b. Uncoupling lever wrong. (See footnote E.)
- 33a. Uncoupling lever missing.
- 33b. End lock, or casting, missing.
- 33c. Keeper missing.
- 33d. Uncoupling chain missing.
- 33e.
- 33f.
- 33g.
- 33h. Lock link missing.
- 33i.
- 33j.
- 33k.
- 33l.
- 34. Uncoupling chain kinked.
- 35. End lock, or casting, bent.
- 36. Keeper bent.
- 37.
- 38.
- 39. Angle clip loose.
- 40.

FOOT NOTES.

A. No. 25 is a defect when interfering with proper operation of uncoupling lever, or when making it difficult to operate.

B. Nos. 28 and 29 are defects when the proper operation of the uncoupling mechanism is interfered with.

C. Nos. 30 and 31 are defects when interfering with proper operation of an uncoupling lever in connection with the coupler for which it was designed.

D. No. 32a. Under this head report all uncoupling levers which are to close to car or parts of car. Give details.

E. No. 32b. Under this head report all uncoupling levers which are too long or too short. Give details.

DEFECTS VISIBLE PARTS OF AIR BRAKES.

41. Triple-valve casting defective.
42. Reservoir casting defective.
43. Cylinder casting defective.
44. Cut-out cock defective. (Give particulars.)
- 45a. Release cock defective.
- 45b. Release rod broken.
46. Angle cock defective.
- 47a. Train pipe broken.
- 47b. Train pipe loose.
48. Cross-over pipe defective.
49. Air hose defective.
50. Air hose gasket defective.
51. Power-brake rigging parts defective. (Specify part.)
52. Retaining valve defective. (Give particulars.)
53. Retaining pipe defective. (Give particulars.)
- 54a. Pump missing.
- 54b. Driving-wheel brake missing.
- 54c. Triple valve missing.
- 54d. Train pipe bracket missing.
- 54e. Cut-out cock handle missing.
- 54f. Hose missing.
- 54g. Hose gasket missing.
- 54h. Angle cock missing.
- 54i. Angle cock handle missing.
- 54k. Retaining pipe missing.
- 54l. Retaining valve missing.
- 54m. Release cock missing.
- 54n. Release rod missing.
55. Air-brake cut-out. (When possible give reason.) (See footnote A.)
56. Cylinder or triple valve not cleaned within 12 months. (Give date of last cleaning, or, if no date is stenciled on cylinder or triple valve, use words "no date.")
57. Power driving-wheel brake, locomotive not equipped with.
58. Power train brakes, locomotive not equipped with appliances for operating.
59. Air brake defect card 30 days old. (See footnote A.)
60.
61.
62.
63.
64.

65.	Cylinder loose.
66.	Reservoir loose.
67.	.....
68.	.....
69.	.....
70.	Air-hose coupling defective.
71.	.....
72.	.....
73.	.....
74.	.....
75.	.....
76.	.....
77.	.....
78.	.....
79.	.....
80.	.....

FOOTNOTES.

A. No. 55. Car with air-brake defect card applied should not be reported unless card is 30 days old. Give date and point of application of old cards.

DEFECTS TO HAND-HOLDS.

81.	Hand-hold missing.
82.	Hand-hold incorrectly applied. (See footnote A.)
83.	Hand-hold bent.
84.	Hand-hold broken.
85.	Hand-hold loose.
86.	.....
87.	.....
88.	.....
89.	.....
90.	.....

FOOTNOTE.

A. Application of hand-holds and grab-irons should be governed by recommended practice of the M. C. B. association.

A standard location for these parts is essential for safe operation at all times, and especially at night.

DEFECTS IN HEIGHT OF COUPLERS.

91.	Coupler too high; empty car. (See footnote A.)
92.	Coupler too low; empty car. (See footnote A.)
93.	Coupler too low; loaded car. (See footnote A.)
94.	Coupler too high; loaded car. (See footnote A.)
95.	Carrier iron loose.

FOOTNOTE.

A. On standard-gauge roads the maximum height is $34\frac{1}{2}$ inches measured from level of tops of rails to the center of the coupler body or corresponding line in coupler head. Greatest variation allowed from such standard height between couplers of empty and loaded cars is three inches.

On narrow-gauge roads the maximum height is 26 inches; extreme variation allowed between couplers of empty and loaded cars is three inches.

Inspectors must exercise judgment in determining defects of this class. See that car is standing on an approximately level track before measurements are taken.

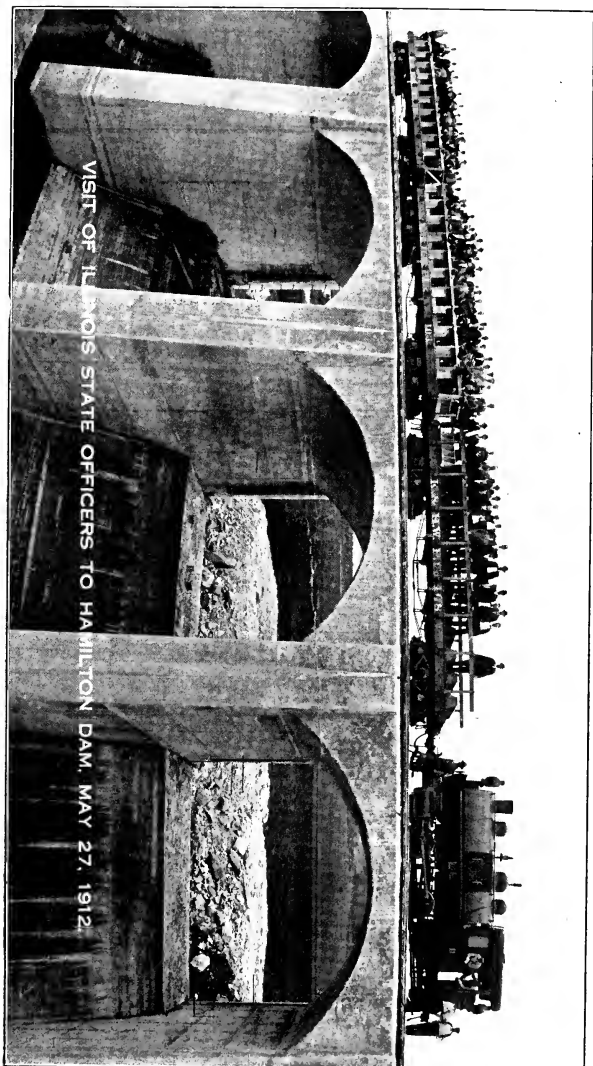
Minimum height for loaded or empty cars, standard gauge, is $31\frac{1}{2}$ inches. An empty car having a coupler $31\frac{1}{2}$ inches high is defective because when loaded it must fall below the minimum of $31\frac{1}{2}$ inches.

DEFECTS TO STEPS.

96.	Sill step bent.
97.	Sill step loose.
98.	Sill step broken.
99.	Sill step missing.
100.	Sill step incorrectly applied.
101.	.....
102.	.....
103.	.....
104.	.....
105.	.....
106.	.....
107.	.....
108.	.....
109.	.....

DEFECTS TO LADDERS.

110.	Ladder round bent.
111.	Ladder round broken.
112.	Ladder round loose.
113.	Ladder round missing.
114.	Ladder incorrectly applied. (See footnote A.)
	(A. NOTE—No. 114. State in what way incorrect.)
115.	Ladder loose.
116.	.....
117.	.....
118.	.....



VISIT OF ILLINOIS STATE OFFICERS TO HAMILTON DAM, MAY 27, 1912.

DEFECTS TO ROOF HAND-HOLDS.

- 119. Roof hand-hold bent.
- 120. Roof hand-hold incorrectly applied.
- 121. Roof hand-hold loose.
- 122. Roof hand-hold missing.
- 123. Roof hand-hold broken.
- 124. Top hand-hold incorrectly applied.
- 125. Top hand-hold loose.
- 126. Top hand-hold missing.
- 127. Top hand-hold broken.

Supplement No. 19

TO

Illinois Railroad and Warehouse Commission Classification No. 10

EFFECTIVE FEB. 22, 1912.

Cancels Supplement No. 18.

Supplements Nos. 16 and 19 Contain All Changes.

JAMES A. WILLOUGHBY, *Commissioner.*

BERNARD A. ECKHART, *Commissioner;*

ORVILLE F. BERRY, *Chairman;*

ATTEST:

WILLIAM KILPATRICK, *Secretary;*

CHAS. J. SMITH, *Asst. Secretary.*

THOS. L. WOLF, *Rate Clerk.*

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ADDITIONS, CANCELLATIONS AND CHANGES IN CLASSIFI-
CATION OF ARTICLES SHOWN IN THIS SUPPLEMENT,
WERE MADE BY ORDERS OF THE BOARD OF RAIL-
ROAD AND WAREHOUSE COMMISSIONERS
OF ILLINOIS, AT A MEETING HELD AT
CHICAGO, ILL., JANUARY 3, 1912.

SUPPLEMENT NO. 19.

ILLINOIS COMMISSIONERS' CLASSIFICATION NO. 10.

Cancels Supplements No. 18. Supplements Nos. 16 and 19 Contain All Changes. Effective February 22, 1912.

A letter suffix following the item number indicates an item not included in the classification.

ADDITIONS, CANCELLATIONS AND CHANGES EFFECTED BY THIS SUPPLEMENT.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
939	No specific rating.			Page 1, item A— Acetate: Amyl acetate, ethyl acetate or methyl acetate: In glass or earthenware, packed in barrels or boxes..... In metal cans, in barrels or boxes (C. L. min. weight 30,000 lbs.)..... In bulk, in barrels or drums (C. L., min. weight 30,000 lbs.)...	1 2 3	..... 5 5
940	No specific rating.			Page 1, item B— Acetone: In glass or earthenware, packed in barrels or boxes..... In metal cans, in barrels or boxes in iron or steel barrels or drums (C. L., min. weight 30,000 lbs.)..	1 2 3	..... ..... 5
941	No specific rating.			Page 1, item 13A— Acids: Pyroligneous, in barrels (C. L., min. weight 30,000 lbs.).....	3	5
942	No specific rating.			Page 1, item 17A— Aeroplanes or flying machines: S. C. or partly taken apart, in crates or boxes, min. weight 5,000 lbs..... Completely taken apart, in boxes.	D1 D1	..........
943	Agricultural implements, parts of, O. R. B. C. and rust or rel. No specific rating.			Agricultural implements, parts of, O. R. B. C. and rust or rel. Page 3, item 38A— Blades: Potato digger blades (iron or steel): In boxes, crates or casks..... N. O. S..... Min. weight 20,000 lbs.....	4 3 .....	..... ..... 5
944	Page 4, item 1— Threshing machine teeth, in boxes barrels or kegs.....	4	Page 4, item 1— Agricultural implements, parts of: Teeth (spikes), for clover hullers or threshers: In barrels or boxes (C. L., min. weight 20,000 lbs.).....	4	6

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Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
945	Page 6, items 18-19-20— Asphaltum: In boxes, kegs or cakes 5 In bags, bbls. or casks 5 In bulk 9		9	Page 6, item 18— Asphalt (asphaltum), natural or by-product: Liquid, other than paint, stain or Varnish: In barrels (C. L., min. weight 30,000 lbs.) 5 In tank cars, C. L., weight per gallon 7.5 lbs. (subject to Rule 1B) 9 In tanks, cars not unloaded and returned in original tanks to original shipping point, one- half ($\frac{1}{2}$) third-class rate, appli- cable in the direction of the movement of the returned shipment, based on the gal- ons in the car, at estimated weights provided for in the classification, the total charge not to exceed one-half ($\frac{1}{2}$) the charge based on carload rate and minimum weight. Solid: In bags 5 In barrels, with or without heads 5 In packages, or in bulk (C. L., min. weight 40,000 lbs.) 9 In tank cars, actual weight (subject to Rule 1B) 9		
946	No specific rating.			Page 6, item 44A— Bails for buckets and pails: Copper wire: In barrels, boxes, bundles or crates 2 Iron or steel wire (plain, coppered, tinned or galvanized): In barrels or boxes 3		5
947	Supp. 16, index 37-38— §Oil barrels: Empty, wooden, new: Barrels, 68 lbs. each 2 Half-bbls. 44 lbs. each 2 Empty, wooden, old: Barrels, 70 lbs. each 4 Half-bbls. 44 lbs. each 4 §NOTE—Estimated weight on emp- ty oil barrels will apply on L. C. L. and C. L. shipments.			Page 7, item 22A— Barrels: §Oil barrels: Empty, wooden, new: Barrels, 68 lbs. each 2 Half-bbls. 44 lbs. each 2 C. L. min. weight 12,000 lbs. (Rule 7 not to apply) *6 Empty, wooden, old: Barrels, 70 lbs. each 4 Half-bbls., 44 lbs. each 4 C. L. min. weight 12,000 lbs. (Rule 7 not to apply) *6 §NOTE—Estimated weight on emp- ty oil barrels will apply on L. C. L. and C. L. shipments. *NOTE—Aggregate charges not to exceed that which would accrue by charging 9th class, rate based on minimum weight of 20,000 lbs.		

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
948	No specific rating.			Page 10, item 67A— Boxes: Grit boxes, poultry feeding, galvanized iron or steel, C. L. Min. weight 20,000 lbs. (subject to Rule 30): S. U., not nested..... 1½ 4 S. U., nested..... 1 4 K. D., flat in boxes or crates .. 2 4		
949	Carriers, empty, returned, prepaid or guaranteed, subject to Rule 20. Page 15, item 38— Piano boxes.....	D1	.....	Carriers, empty, returned, prepaid or guaranteed, subject to Rule 20. Page 11, item 6A— Boxes: Piano boxes, new or second hand.	D1	.....
950	No specific rating.			Page 13, item 42A— Cans: Cracker boxes and cracker cans, empty, returned C. L. Min. weight 15,000 lbs. (subject to Rule 30).....		5
951	Carriers, empty, returned, prepaid or guaranteed, subject to Rule 20. Supp. 18, index 816— Cracker boxes or cracker cans (tin), crated or boxed.....	4	.....	Carriers, empty, returned, prepaid or guaranteed, subject to Rule 20. Page 15, item 17— Cracker boxes or cracker cans (tin), crated or boxed.....	4	.....
952	No specific rating.			Page 17, item 19A— Chemicals, N. O. S. (see note): In carboys (subject to Rule 31)... 1 In glass or earthenware, packed in barrels or boxes..... 1 3 In fibre or metal cans or cartons in barrels or boxes 1 3 In bulk, in barrels or boxes..... 1 3 NOTE—Dangerous or explosive chemicals taken only subject to the rules and regulations of the individual carriers.		
953	Supp. 16, index 87— Chocolate (not confectionery), cocoa and chocolate or cocoa mixtures or substitutes, packed	2	3	Page 17, item 30— Chocolate (not confectionery), cocoa, cocoa paste, chocolate or cocoa mixtures or substitutes, packed...	2	3

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
954	<p>Supp. 16, index 92— Confectionery and candy: In glass, packed, at invoice valuation of 7 cents per pound.....</p> <p>In wood stave, bushel baskets, with tight wooden covers, reinforced with board across top between the handles, at agreed valuation of 7 cents per pound..</p> <p>Page 18, items 54 to 59 inc.— Confectionery and candy: N. O. S.</p> <p>In glass, packed.....</p> <p>In baskets, packed in cases.....</p> <p>In pails or cases weighing not less than 25 lbs. each.....</p> <p>In cases, drums or pails, at agreed valuation of 7 cents per pound..</p> <p>In half-barrels or barrels at agreed valuation of 7 cents per pound..</p>	3	.....	<p>Page 18, item 54— Confectionery and candy, N. O. S.: In packages, N. O. S.</p> <p>In barrels, wooden pails, boxes or drums; in tin pails in crates; in glass packed in boxes; in iron or steel pails; in iron or steel bushel measures with tight wooden covers, in hard wood jointed stave baskets reinforced with iron or steel bands (staves not less than one-eighth inch thick), with tight wooden covers and double bottoms, covers wired and sealed..</p>	1	.....
955	No specific rating.			<p>Page 18, item 68A— Coops, brooder, wood or metal or wood and metal combined: Set up in packages or loose</p> <p>K. D., flat, in boxes or crates (C. L. min. weight 20,000 lbs.) (subject to Rule 30).....</p>	1	.....
956	No specific rating.			<p>Page 18, item 68B— Coops: Stationary chicken coops and roosts: Completely K. D., in crates or boxes.....</p>	3	.....
957	<p>Page 18, item 69— Coops, chicken, empty</p>	4	.....	<p>Page 18, item 69— Coops or crates, poultry shipping, wood or metal or wood and metal combined: Set up in packages or loose</p> <p>K. D., tops or bottoms detached and bodies nested: In bundles.....</p> <p>In bundle or loose, C. L., min. weight 14,000 lbs. (subject to Rule 30).....</p> <p>K. D., flat or folded flat: In bundles.....</p> <p>In bundles or loose, C. L. min. weight 20,000 lbs. (subject to Rule 30).....</p>	1	.....
					2	.....
						3
					2	.....
						4

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
958	No specific rating.			Page 19, item 66A— Coverings: Floor coverings, prepared, N. O. S., wrapped, crated or boxed: Rolls or packages 13 feet or over in length..... Rolls or packages under 13 feet in length.....	1 2	3 3
959	No specific rating.			Page 20, item 75A— Dies and punches (for punching machines): Boxed.....	3	.....
960	Page 21, items 39 and 40— Dry goods as follows: Any of the following named articles (and remnants thereof), made wholly of cotton, when specific name of articles and name of shipper are plainly marked on outside of packages and stated in shipping receipt and bill of lading (marking or describing packages as containing "Cotton Piece Goods" will not be sufficient) viz.: Awning stripes; calicoes (64 square and under only); canton or cotton flannels, plain or dyed (not figured); canvas, cheese cloth, plain or dyed (not printed); corset jeans; cottonades; cotton duck; cotton warp; cotton yarn; crash (cotton); denims; domestic checks, domestic stripes (hickory shirting stripes) and chevots (plain or napped on one side); domestic gingham; drills; glazed cambrics; osnaburgs; sheetings, bleached and brown; tickings; window hollands and shade cloth, plain, uncut and undecorated; in bales or boxes. All dry goods, except the articles above specifically named, will be classed as "Dry Goods N. O. S."; the articles named will also be classified as dry goods, N. O. S., unless the above conditions are complied with. Any package containing articles of more than one class will be charged at the tariff rate for the highest class articles contained therein.	3	.....	Page 21, item 39— Dry goods: Cotton piece goods, N. O. S., viz.: Cotton fabrics (made wholly of cotton) in the original piece, including remnants (but not finished articles ready for immediate use), packed in rolls covered with burlap, or in boxes or or bales (see Rule 14).....	3	.....

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
961	Supp. 16, index 402— Yarn, cotton, in bales or cases	3	.....	Page 21, item 40A— Dry goods: Cotton shoddy lining; cotton warp; cotton yarn; In bales or in boxes.....	3	.....
962	Supp. 16, index 545. Food: Animal and poultry: Animal (not medicated or con- ditional): In bags, boxes or barrels..... Poultry, N. O. S. (not medicated or conditional): In bags, boxes or barrels..... Poultry (not medicated or condi- tional), consisting of a mixture of grain (whole or cracked), grain screenings or seeds, with or without charcoal, ground oys- ter shells or other grit, in bags weighing 50 lbs. or over..... †Foods and medicines: Animal and poultry: Invoice value not exceeding 10 cents per pound and so re- ceipted for: Animal condiments (ground for use in making animal foods): In boxes or barrels †Animal and poultry foods, N. O. S., tonics and regulators (pre- pared), boxed, or in bulk in bags, pails, veneered drums, boxes or barrels: Invoice value not exceeding 10 cents per pound and so re- ceipted for..... Invoice value exceeding 10 cents per pound or value not stated. †NOTE—On shipments of animal and poultry foods and medicines, all charges must be guaranteed, and on returned shipments must be prepaid.	4	7	Food : Animal and poultry: Animal (not medicated or condi- tional): In bags, boxes or barrels..... Poultry, N. O. S. (not medicated or conditional): In bags, boxes or barrels..... Food or feed: Poultry or pigeon (not medicated or conditional), consisting of a mixture of grain (whole or cracked), grain screenings or seeds, with or without charcoal, ground oyster shells or other grit: In bags or sacks weighing 50 lbs. or over per bag or sack (see note)..... NOTE—This rating will not apply when the article is packed in car- tons or packages other than small bags or sacks enclosed in bags or sacks of the size required hereby. Page 25, item 47A— †Foods and medicines: Animal and poultry: Invoice value not exceeding 10 cents per pound and so re- ceipted for: Animal condiments (ground for use in making animal foods): In boxes and barrels..... †Animal and poultry foods, N. O. S., tonics and regulators (pre- pared), boxed, or in bulk in bags, pails, veneered drums, boxes or barrels) Invoice value not exceeding 10 cents per pound and so re- ceipted for..... Invoice value exceeding 10 cents per pound or value not stated. †NOTE—On shipments of animal and poultry foods and medicines, all charges must be guaranteed, and on returned shipments must be prepaid.	4	7

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
963	No specific rating.			Page 25, item 54A— Founts: Water founts, poultry and hog, galvanized iron or steel, C. L., min. weight 20,000 lbs. (subject to Rule 30): S. U., not nested..... 1½ 4 S. U., nested..... 1 4 K. D., flat, in boxes or crates... 2 4		
964	Supp. 18, index 824— Hydrogen, peroxide of: In carboys..... In glass or earthenware, packed in boxes or barrels..... In bulk in barrels.....	D1 1 2		Page 36, item 5A— Hydrogen: Dioxide of or peroxide of: In carboys (subject to Rule 31)... In glass or earthenware, packed in barrels or boxes (C. L., min. weight 24,000 lbs.)..... In bulk in barrels (C. L., min. weight 36,000 lbs.).....	1 1 3 3 5	
965	Supp. 16, index 14— Incubators and brooders, poultry, boxed or crated.....	1	3	Page 36, item 17— Incubators and brooders, poultry (see note): In crates or boxes..... Completely K. D., flat in boxes. NOTE—Charges on incubators, re- turned, must be prepaid or guar- anteed (subject to Rule 29).	1 3 2 4	
966	Page 43, item 42— Lime, carbonate of, in bags.....	4	5	Page 43, item 42— Lime (calcium), carbonate of: N. O. S.: In bulk, in bags, boxes or barrels	4	5
967	No specific rating.			Page 46, item 56A— Magnesium: Crude sulphate of (kieserite): In bags, barrels or boxes..... In packages or in bulk (C. L., in. weight 36,000 lbs.).....	3	5

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
968	Supp. 16, index 289. Salts, epsom or glauber, in boxes, kegs, barrels or bags.....	4	6	Page 46, item 56B— Magnesium: Refined sulphate of or epsom salts: In glass or earthenware, packed in barrels or boxes..... In fibre or metal cans or cartons in barrels or boxes..... In bulk in bags (C. L., min. weight 36,000 lbs.)..... In bulk in barrels or boxes (C. L., min. weight 36,000 lbs.)...	1 3 3 4	..... ..... 5 5
969	Page 49, items 31-32— Moss, nursery, in packages Moss, nursery	1	9	Page 49, item 31— Moss, nursery: In packages, N. O. S..... Pressed in bales..... Min. weight 24,000 lbs.....	1 2	..... ..... 9
970	Supp. 18, index 833. Oils: Creosote oil, coal tar oil, and dead oil of coal tar or wood tar: In wood or in iron drums or bar- rels.....	4	9	Page 50, item 67B— Oils: Creosote oil, coal tar oil, and dead oil of coal tar or wood tar: In wood or in iron drums or bar- rels (C. L., min. weight 30,000 lbs.).....	4	9

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
	Oils.			Oils.		
971	Supp. 16, index 640— †Petroleum and petroleum products, including compounded petroleum oils and greases (exclusive of sewing machine and cycle oils) as follows:			Page 51, items 12-13 and 14— †Petroleum and petroleum products, including compounded petroleum oils and greases (exclusive of sewing machine and cycle oils), as follows:		
	Belt oil; Miners' oil stock;			Belt oil; Miners' oil stock;		
	Benzine; Naptha;			Benzine; Naptha;		
	Carbon oil; Neatsfoot oil;			Carbon oil; Neatsfoot oil;		
	Coal oil; Paraffine wax at			Coal oil; Paraffine wax at		
	Cordage oil; actual weight			Cordage oil; actual weight;		
	Crude oil; Paraffine oil,			Crude oil; Paraffine oil,		
	Distillates; Petrolatum or			Distillates; Petrolatum or		
	Felt oil; petroleum jelly,			Felt oil; Petroleum jelly,		
	Floor oil; at actual weight;			Floor oil; at actual weight;		
	Fuel oil; Petrolatum oil;			Fuel oil; Petrolatum oil;		
	Gas oil; Putty oil;			Gas oil; Putty oil;		
	Gasoline; Refined oil (illu-			Gasoline; Refined oil (illu-		
	Grease (except minating or			Grease (except minating or		
	axle grease) at burning);			axle grease) at burning);		
	actual weight; Residuum;			actual weight; Residuum;		
	Harness oil; Road oil;			Harness oil; Soap oil;		
	Hoof oil; Soap oil;			Hoof oil; Tanners oil;		
	Household lub- Tailings;			Household lubri- Tobacco oil;		
	ricant oil; Tanners oil;			cant oil; Transformer		
	Kerosene oil; Tobacco oil;			Kerosene oil; oil;		
	Leather oil; Transformer			Leather oil; Twine oil;		
	Lubricating oil; oil;			Lubricating oil; Wool oil;		
	Miners' oil, Twine oil,			Miners' oil,		
	at actual wt.; Wool oil;			at actual weight;		
	In iron barrels or iron drums, ac-	3		In iron barrels or iron drums, ac-	3	
	tual weight.....			tual weight.....		
	In wood, at the following estimated			In wood, at the following estimated		
	weights (except as specified			weights (except as specified		
	above):			above):		
	Barrels (tight), containing not			Barrels (tight), containing not		
	over 52 gallons, 410 lbs. each			over 52 gallons, 410 lbs. each		
	(for each gallon in excess of 52			(for each gallon in excess of 52		
	gallons, add seven and one-half			gallons, add seven and one-half		
	(7½) lbs. to the estimated wt. of			(7½) lbs. to the estimated weight		
	410 lbs.).....	3		of 410 lbs.).....	3	
	In half-barrels (tight), contain-			In half-barrels (tight), contain-		
	ing not over 30 galls., 240 lbs.			ing not over 30 gallons, 240 lbs.		
	each.....	3		each.....	3	
	†Standard boxes, 80 lbs.....	3		†Standard boxes, 80 lbs.....	3	
	Boxes, N. O. S., actual weight....	3		Boxes, N. O. S., actual weight....	3	
	†Half boxes, 40 lbs.....	3		†Half boxes, 40 lbs.....	3	
	In galvanized iron tanks, crated...	2		In galvanized iron tanks, crated...	2	
	In jacketed cans with conical tops,			In jacketed cans with conical tops,		
	except benzine, gasoline and naph-			except benzine, gasoline and naph-		
	tha.....	2		tha.....	2	
	In flat top cans, jacketed all sides,			In flat top cans, jacketed all sides,		
	top and bottom, actual weight....	3		top and bottom, actual weight....	3	
	In wagon tanks, loaded in box car,			In wagon tanks, loaded in box car,		
	actual weight.....	2		actual weight.....	2	
	Benzine, gasoline and naphtha, in			Benzine, gasoline and naphtha, in		
	jacketed cans with conical tops...	1½		jacketed cans with conical tops...	1½	

5 min. wt., 26,000 lbs.

5 min. wt., 26,000 lbs.

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
	<i>Oils—Contd.</i>			<i>Oils—Contd.</i>		
971	Petroleum and its products— <i>Ctd.</i>			Petroleum and its products— <i>Crd.</i>		
<i>Ctd.</i>	In tanks, cars, at estimated weight 6.6 lbs. per gallon (see Rule 1B)..	-----	5	In tank cars, at estimated weight 6.6 lbs. per gallon (see Rule 1B)..	-----	5
	In storage tanks, loaded to not less than one-third of their visible capacity will be subject to ratings provided for same oil in iron barrels or iron drums (actual gross wt. of oil and tank to be charged for), minimum wt. 30,000 lbs., the weight-carrying capacity of car not to be exceeded.			In storage tanks, loaded to not less than one-third of their visible capacity will be subject to ratings provided for same oil in iron barrels or iron drums (actual gross weight of oil and tank to be charged for), minimum weight 30,000 lbs., the weight carrying capacity of car not to be exceeded.		
	When not so loaded, ratings on tanks, iron or steel, will govern.			When not so loaded, ratings on tanks, iron or steel, will govern.		
	In tank cars, not unloaded and returned in original tank to original shipping point, one-half third class rate, applicable in direction of the movement of the return shipment based on the gallons in the car, at estimated weights provided for in the classification, the total charge not to exceed one-half the charge based on carload rate and minimum weight.			In tank cars, not unloaded and returned in original tank to original shipping point, one-half third class rate, applicable in direction of the movement of the returned shipment, based on the gallons in the car, at estimated weights provided for in the classification, the total charge not to exceed one-half the charge based on carload rate and minimum weight.		
	†Petroleum lubricating oil, in glass, boxed.....	2	5 Min. Wt., 26,000 lbs.	†Petroleum lubricating oil, in glass, boxed.....	2	5 Min. Wt., 26,000 lbs.
	Petrolatum or petroleum jelly, in glass, boxed.....	1		Petrolatum or petroleum jelly, in glass, boxed.....	1	
	Paraffine wax:			Paraffine wax:		
	In slack barrels, actual weight...	3		In slack barrels, actual weight...	3	
	In bags.....	3		In bags.....	3	
	In slabs, in bulk.....	-----		In slabs, in bulk.....	-----	
	†Charges on L. C. L. shipments of lubricating oils must be prepaid or guaranteed.			†Charges on L. C. L. shipments of lubricating oils must be prepaid or guaranteed.		
	†Estimated weight of 80 lbs. on standard boxes applies only on 10 gallon boxes made of wood, sides, top and bottom not exceeding ¾-inch in thickness and ends not exceeding ¾-inch in thickness, total weight of the empty package (box and cans) not exceeding 16 lbs.; estimated weight of 40 lbs. on half boxes will apply on 5 gallon boxes only, other boxes being ratable at actual weight.			†Estimated weight of 80 lbs. on standard boxes applies only on 10 gallon boxes made of wood, sides, top and bottom not exceeding ¾-inch in thickness and ends not exceeding ¾-inch in thickness, total weight of the empty package (box and cans) not exceeding 16 lbs.; estimated weight of 40 lbs. on half boxes will apply on 5 gallon boxes only, other boxes being ratable at actual weight.		
	Petroleum road oil (not crude petroleum):			Petroleum road oil (not crude petroleum):		
	In barrels (C. L., min. weight 30,000 lbs.).....	4		In barrels (C. L., min. weight 30,000 lbs.).....	4	9
	In tank cars, at estimated weight 7.5 lbs., per gallon (see Rule 1B).....	-----		In tank cars, at estimated weight 7.5 lbs., per gallon (see Rule 1B).....	-----	9
	Petroleum tailings:			Petroleum tailings:		
	In barrels (C. L., Min. weight 30,000 lbs.).....	4		In barrels (C. L., Min. weight 30,000 lbs.).....	4	9
	In tank cars, at estimated weight 7.5 lbs. per gallon (see Rule 1B).....	-----		In tank cars, at estimated weight 7.5 lbs. per gallon (see Rule 1B).....	-----	9

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
972	Page 51, items 22 and 23— Oil cloth or linoleum, floor, table, carriage or enameled, wrapped, crated or boxed: Thirteen feet or over in length... 1 3 Under 13 feet in length..... 2 3			Page 51, item 22— Oil cloth or linoleum, floor, table, carriage or enameled, wrapped, crated or boxed: Package or rolls 13 feet or over in length..... 1 3 Packages or rolls under 13 feet in length..... 2 3		
973	Page 52, items 23-24-25-26. Paints: Asbestos, asphalt, chemical, lead, paraffine, rubber, zinc, zinc oxide: In oil: In tin cans or tin pails, boxed, crated or packed in barrels... 4 5 In buckets or kits..... 4 5 In kegs, half-bbls. or barrels.. 4 5 Dry: In boxes, kits or buckets..... 4 5			Page 52, item 23— Paints: Asbestos, asphalt, chemical, lead, paraffine, rubber or zinc: In oil: In tin cans or tin pails, packed in crates, boxes or barrels.... 4 5 In buckets or kits..... 4 5 In kegs, half-bbls. or barrels.. 4 5 Dry: In boxes, kits or buckets..... 4 5		
974	No specific rating.			Page 55, item 24B— Potash: Permanganate of: In glass or earthenware, packed in barrels or boxes..... 1 In fibre or metal cans or cartons in barrels or boxes..... 2 In bulk in barrels, kegs or boxes..... 3		
975	No specific rating.			Page 55, item 50A— Poultry houses, N. O. S., galvanized iron or steel, C. L. min. weight 20,000 lbs. (subject to Rule 30): S. U., not nested..... 1½ 4 S. U., nested..... 1 4 K. D., flat in boxes or crates.... 2 4		
976	Page 56, item 41 Pulp beet sugar or residue in bulk. 7			Page 56, item 41— Pulp or residue: Sugar beet: In sacks or barrels..... 4 In bulk, or in sacks or barrels... .. 7		

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
977	<p>Supp. 16, index 287—</p> <p>Roofing: Rolls of prepared roofing contain- ing liquid cement, tin roofing caps and nails sufficient to lay the rolls, may be carried at roof- ing rates. Pages 57, items 40 and 41— Roofing, felt or paper..... 4 9 Roofing paper, asbestos, in rolls or cases..... 4 9</p>	4	9	<p>Page 57, item 38A—</p> <p>†Roofing: ‡Prepared (paper, burlap or felt, treated with tar, pitch, asphalt or other similar filler or binder, coated or not coated with gra- vel, slag, sand, mica or other similar coatings): In sheets, in crates or in rolls (C. L., min. weight 30,000 lbs.)..... 4 9 †NOTE—Provisions for roofing will not apply on paints used in con- nection with the same. ‡NOTE—Rolls of prepared roofing, containing wood strips, liquid cement, tin roofing caps and nails sufficient to lay the rolls, may be carried at roofing rates.</p>	4	9
978	<p>Page 59, item 28—</p> <p>Shade cloth, plain, uncut and un- decorated, in bales or boxes..... 3</p>	3	.....	<p>Page 59, item 28—</p> <p>Shade cloth, plain, uncut and un- decorated, in bales, O. R. C., or in boxes..... 3</p>	3	.....
979	<p>Supp. 16, index 685—</p> <p>Signs: Electric, exclusive of bulbs or lamps: Not flat nor K. D., flat in boxes Flat or K. D., flat in boxes.... D1 1</p>	D1	1	<p>Page 60, item 17A—</p> <p>Signs, electric: N. O. S., exclusive of bulbs or lamps: Not flat nor K. D., flat in boxes Flat or K. D., flat in boxes.... D1 1 Iron or steel, without glass, lamps or bulbs: In crates or boxes (C. L., min. weight 20,000 lbs.)..... 1 3</p>	D1	1
980	No specific rating.			<p>Page 61, item A—</p> <p>Sodium (soda): Acetate of: In glass or earthenware, packed in barrels or boxes..... 1</p>	1	.....
				<p>In fibre or metal cans or cartons in barrels or boxes..... 3</p>	3	.....
				<p>In bulk, in barrels or boxes.... 3</p>	3	.....
981	No specific rating.			<p>Page 61, item 10A—</p> <p>Sodium (soda): Arsenate of: In glass or earthenware, packed in barrels or boxes..... 1</p>	1	.....
				<p>In fibre or metal cans or cartons in barrels or boxes..... 3</p>	3	.....
				<p>In bulk, in barrels or boxes.... 3</p>	3	.....
982	<p>Page 61, item 11—</p> <p>Soda, bi-chromate of..... 3 4</p>	3	4	<p>Page 61, item 11—</p> <p>Sodium (soda): Bichromate of: In barrels or boxes (C. L., min. weight 36,000 lbs.)..... 3 4</p>	3	4

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
983	Page 61, item 12— Soda, bi-sulphite of, in barrels....	4	5	Page 61, item 12— Sodium (soda): Bisulphite of: Liquid: In glass or earthenware, packed in barrels or boxes..... In bulk, in barrels (C. L., min. weight 36,000 lbs.)..... Other than liquid: In glass or earthenware, packed in barrels or boxes..... In fibre or metal cans or cartons in barrels or boxes..... In bulk, in barrels or boxes (C. L., min. weight 36,000 lbs.).....	1 4 1 2 4	 5 5
984	No specific rating.			Page 61, item 13A— Sodium (soda): Bromide of: In glass or earthenware, packed in barrels or boxes..... In fibre or metal cans or cartons, in barrels or boxes..... In bulk, in barrels or boxes.....	1 2 2	
985	Page 61, items 9-10 and 16— Soda: Soda ash..... Bi-carbonate of..... Crystal carbonate of, in barrels or casks.....	4 4 3	6 5 5	Page 61, item 14 Sodium (soda): Carbonate of: Soda ash, monohydrate, sesqui carbonate or bicarbonate: In bulk, in bags..... In barrels or boxes..... In packages or in bulk, C. L., min. weight 36,000 lbs.....	 3 4 	 5
986	Page 61, items 13-14-15— Soda, caustic: In pails or tubs..... In cans, boxed..... In barrels or iron casks.....	4 4 4	5 5 6	Page 61, item 15— Sodium (soda): Caustic: In metal cans, in barrels or boxes (C. L., min. weight 36,000 lbs.)..... In bulk, in barrels or boxes (C. L., min. weight 36,000 lbs.)..... In tank cars (subject to Rule 1B).....	 4 4 4	 5 5 5
987	Page 61, item 18— Soda, hyposulphite of, in kegs or barrels.....	4	5	Page 61, item 16— Sodium (soda): Hyposulphite of: In cans or cartons in barrels or boxes..... In bulk, in bags (C. L., min. weight 36,000 lbs.)..... In bulk, in barrels or kegs (C. L., min. weight 36,000 lbs.).....	3 3 4	 5 5

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
988	Page 61, item 19— Soda, nitrate of.....	4	5	Page 61, item 17— Sodium (soda): Nitrate of (Chili salt petre): In cans or cartons, in barrels or boxes..... In kegs, or in bulk, in barrels or boxes (C. L., min. wt. 36,000 lbs.).....	2 4	..... 5
989	Page 61, item 27— Sodium phosphates, in boxes, barrels or casks.....	4	5	Page 61, item 18— Sodium (soda): Phosphate of: In glass or earthenware, packed in barrels or boxes..... In packages, N. O. S., (C. L., min. weight 36,000 lbs.)..... In bulk, in barrels or boxes (C. L., min. weight 36,000 lbs.).....	1 3 4	..... 4 5
990	Page 61, item 20— Soda, silicate of.....	4	6	Page 61, item 19 Sodium (soda): Silicate of: Dry, in bags, barrels or boxes (C. L., Min. weight 36,000 lbs.)..... Other than dry (silicate solution): In carboys (subject to Rule 31) In barrels (C. L., min. weight 36,000 lbs.)..... In tank cars (subject to Rule 1B).....	4 1 4	5 5 5
991	Page 61, item 21— Soda, sulphate of..... Supp. 16, index 289— Salts, Epsom or Glauber, in boxes, kegs, barrels or bags.....	4 4	6 6	Page 61, item 20— Sodium (soda): Sulphate of, or Glauber's salts: In cans or cartons, in barrels or boxes..... In bulk in bags (C. L., min. weight 36,000 lbs.)..... In bulk in barrels or boxes (C. L., min. weight 36,000 lbs.)..... In bulk (C. L., min. weight 36,000 lbs.).....	3 3 4	..... 5 5 5
992	Supp. 16, index 306— Sodium (sulphide of): In boxes, casks, kegs, barrels or iron drums (C. L., min. weight 36,000 lbs.).....	4	5	Page 61, item 20A— Sodium (soda): Sulphide of: In glass or earthenware, packed in barrels or boxes..... In bulk in barrels, boxes, kegs, casks or iron drums (C. L., min. weight 36,000 lbs.).....	1 4	..... 5
993	Supp. 18, index 340— Soda (sodium), sulphite of, in barrels.....	4	.....	Page 61, item 20B— Sodium (soda): Sulphite of: In glass or earthenware, packed in barrels or boxes..... In fibre or metal cans or cartons, in barrels or boxes (C. L., Min. weight 36,000 lbs.)..... In bulk, in barrels or boxes (C. L., min. weight 36,000 lbs.).....	1 3 4	..... 5 5

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
994	Page 61, item 17— Soda, dry, N. O. S.	3	4	Page 61, item 21— Soda or sodium salts, N. O. S., dry; In glass or earthenware, packed in barrels or boxes In fibre or metal cans or cartons in barrels or boxes In bulk, in barrels or boxes (C. L., min. weight 36,000 lbs.)....	1 2 3	4
995	No specific rating.			Page 61, item 71A Stain: Wood stain or wood dye: In glass or earthenware, in dou- ble strength corrugated paper or straw-board boxes, packed in boxes.....	2	
996	Supp. 18, index 841— Tankage, consisting of digester tankage, blood meal, meat meal and blood flour, in packages, min., C. L., weight 40,000 lbs.		10	Page 63, item 74A— Tankage, consisting of digester tankage, blood meal, meat meal and blood flour, in packages, C. L., min. weight 30,000 lbs.		10
997	No specific rating.			Page 65, item 68A— Tow: Shingle tow, pressed in bales (C. L., min. weight 20,000 lbs.).....	2	8
998	Page 67, item 4— Tubs, wash or laundry, iron, stone or earthenware, legs off.	3	5	Page 67, item 4— Tubs, wash or laundry: Cement, stone, earthenware or concrete, including metal or wooden covers or rims when at- tached: In crates or boxes Iron or steel, including metal or wooden covers or rims when at- tached: Enameled: Packed in boxes or with tub rims protected by pads or pack- ing mats secured by boxing and insides protected by wood- en strips not less than $\frac{1}{2}$ inch by 4 inches and not more than 4 inches apart, across the tops... Other than enameled: In boxes or crates, or with tub rims protected by pads or pack- ing mats secured by boxing and insides protected by wood- en strips not less than $\frac{1}{2}$ inch by 4 inches and not more than 4 inches apart, across the tops	3 3	5

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
999	Page 68, item 10— Vehicles and parts of, freight: Vehicles, loaded on open cars, or too long or bulky to be loaded through ordinary sliding side doors of cars, min. weight 5,000 lbs. each.....	1	.....	Page 68, item 10— Vehicles, freight, N. O. S., also parts thereof: Vehicles, loaded on open cars, or too long or bulky to be loaded through ordinary sliding side doors of cars, Min. weight 4,000 lbs. each.....	1	.....
1000	Supp. 16, index 358— Freight vehicles: Rural mail delivery, crated.....	1½	.....	Page 69, item 3A— Freight vehicles: Mail collection or mail delivery wagons or carts, K. D., crated..	1½	.....
1001	Vehicles, parts of, at O. R. B. C., fire and weather, or released. No specific rating.			Vehicles, parts of, at O. R. B. C., fire and weather, or released. Page 70, item 16A— Bodies or tops for mail collection or mail delivery wagons or carts, crated.....	1½	.....
1002	Supp. 16, index 387— Wax, floor: In cans, boxed..... Solid, in bulk, in kegs, half-bbls., or barrels.....	2 2	..... .....	Page 73, item 40A— Wax: Floor, N. O. S. (solid): In bulk, in kegs, half-barrels or barrels..... Floor wax, including prepared floor wax or polishing wax: In cans, boxed.....	2 2	..........
1003	Page 74, item 25— Window hollands, plain, uncut and undecorated.....	3	.....	Page 74, item 25— Window hollands, plain, uncut and undecorated, in bales, O. R. C., or in boxes.....	3	.....
1004	Page 52, item 26— Zinc oxide, dry, in boxes, kits or buckets.....	4	5	Page 76, item 61B— Zinc: Oxide of, dry: In glass or earthenware, packed in barrels or boxes..... In sheet iron or pressed steel cans or pails, loose (C. L., min. weight 36,000 lbs.)..... In tin or sheet iron cans or pails, in crates, boxes or barrels (C. L., min. weight 36,000 lbs.).... In bulk, in kegs, barrels or boxes (C. L., min. weight 36,000 lbs.)..	1 3 3 4	..... 5 5 5

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
1005				<p>RULE NO. 31 (New).</p> <p>The following specifications will apply for packing glass carboys containing articles designated by notes as "Subject to Rule 31."</p> <p>Glass carboys. The carboy must be completely enclosed in a wooden box and so cushioned by packing material that the glass will not come in contact with the wooden covering, except that if the neck projects it must be protected on all sides by a wooden or metal hood securely attached to the box. When the hood is attached with nails or screws, they must not come in contact with the body of the carboy.</p>		
1006				<p>RULE NO. 32 (New).</p> <p>Where the classification makes a rating a percentage of a class, the following rule for disposition of fractions will govern in connection with the computing of the rates on such percentage basis:</p> <p>5-100 and under will not be counted</p> <p>Over 5-100 to 15-100, inclusive, will be counted 1-10.</p> <p>Over 15-100 to 25-100, inclusive, will be counted 2-10.</p> <p>Over 25-100 to 35-100, inclusive, will be counted 3-10.</p> <p>Over 35-100 to 45-100, inclusive, will be counted 4-10.</p> <p>45-100 to but not including 55-100 will be counted 5-10.</p> <p>55-100 to but not including 65-100 will be counted 6-10.</p> <p>65-100 to but not including 75-100 will be counted 7-10.</p> <p>75-100 to but not including 85-100 will be counted 8-10.</p> <p>85-100 to but not including 95-100 will be counted 9-10.</p> <p>95-100 and over will be counted 1 cent.</p>		
1007				<p>RULE NO. 33 (New).</p> <p>When rating on an article in carload is not named in the classification, the rating shown as applying L. C. L., will govern, regardless of quantity.</p>		

Classification—Continued.

Index No.	Illinois classification.	Live stock, in carloads; to replace (and showing changes) index S46, page 9, supp. 18.		
	Page.	Kind.	Rating.	
1008 Cancels S46	XIII	<p>Goats, in carloads.</p> <p>Calves (under six months of age and average weight not exceeding 300 lbs. each), in carloads.</p> <p>Calves (average weight exceeding 300 lbs. each), in carloads.</p> <p>§Live stock (all kinds), in mixed carload shipments; each class of stock in the car (except as shown in note below) to be separated from every other class by a good and sufficient partition (or partitions) to be furnished by the shipper at his expense and risk, and by him to be placed in position and fastened to the car without the use of nails, spikes or any other fastening that will injure or deface the car.</p> <p>NOTE—At the discretion of shipper, it will not be necessary to partition mules from horses; either horses or mules from cattle; or calves (under six months of age and average weight not exceeding 300 lbs.) from sheep or goats.</p>	<p>Sheep rates and minimum weights.</p> <p>Sheep rates and minimum weights, providing charges do not exceed that on cattle in straight carloads.</p> <p>Cattle rates and minimum weights.</p> <p>†§Rate and minimum carload weight (subject to actual weight of entire carload, if greater) for that one kind of live stock contained in the car, which, if in a straight carload (figured by using the minimum weight applying on same) will produce the highest amount of freight charges.</p> <p>Examples—</p> <p>A carload containing one or more horses or mules with any (or all) of the following species, viz.: Cattle, hogs, sheep, goats or calves, will take rate and minimum weight provided for horses and mules, C. L.</p> <p>A carload containing one or more cattle with any (or all) of the following species, viz.: Hogs, sheep, goats or calves, will take rate and minimum weight provided for cattle, C. L.</p> <p>A carload containing one or more hogs with any (or all) of the following species, viz.: Sheep, goats or calves (under six months of age and average weight not exceeding 300 lbs. each), will take rate and minimum weight provided for hogs, C. L.</p> <p>A carload containing a mixture of either sheep, goats or calves (under six months of age and average weight not exceeding 300 lbs. each), will take rate and minimum weight provided for sheep, C. L.</p>	

†§ NOTE—Intent of above rating on live stock in a mixed carload shipment, is, that each class of stock in the car (except as indicated by note) must be separated from every other class by a good and sufficient partition (or partitions). In the event that each class of stock in a mixed carload shipment (except as indicated by note) is not separated from every other class by a good and sufficient partition (or partitions) the carrier may charge on such shipment, the highest rate per 100 lbs., for any kind of stock in the car, subject to the highest carload minimum weight for any kind of stock in the car; excepting this provision will not prohibit the treating of any part of such shipment as a separate less than carload shipment.

Classification—Continued.

REISSUED ITEMS FROM SUPPLEMENT NO. 18 TO ILLINOIS COMMISSIONERS' CLASSIFICATION NO. 10.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
849 cancels 751	17	6-15-11	3	16A	Agricultural implements, not including hand implements, O. R. B. and C., or released.		
					Racks:		
					Hay or thresher:		
					K. D. in bundles (C. L., min. weight 20,000 lbs.)....	2	6
					Agricultural implements, parts of, O. R. B. C., and rust or released.		
850 cancels 851	18	10-15-11	3	35	Band cutters and self feeders (for threshing machines):		
					S. U.	1	
					K. D., in packages.	3	
851 cancels 752	17	6-15-11	3	38	Min. weight 20,000 lbs.		6
					Carriers, bundle:		
					N. O. S., in bundles.	3	
					Wing, iron or steel, nested, detachable parts removed and bundled or boxed.	3	
852 cancels 812	18	10-15-11	5	56	Carloads, min. weight 20,000 lbs.		6
					Apples, green, prepaid or charges guaranteed (see Rule 29):		
					In bags.	3	Special tariff
					In barrels with cloth tops.	3	
					In baskets with solid or slatted wooden tops.	3	
					In crates.	3	
					In boxes.	4	
					In barrels.	5	
					Barrels, empty.		
853 cancels 813	18	10-15-11	7	18	Kegs, nail or washer, empty, C. L., min. weight 12,000 lbs. (Rule 7 not to apply).	4	†6
			7	33	Barrels or kegs (tight cooperage), N. O. S., empty, old (actual instead of estimated weights per package), C. L. min. weight 20,000 lbs.	4	9
			7	35	Barrels, casks and tierces, N. O. S., empty, all kinds, new or old, min. weight 12,000 lbs. (Rule 7 not to apply).		†6
					†NOTE—Aggregate charge not to exceed that which would accrue by charging 9th class rate, based on minimum weight of 20,000 lbs.		
854 cancels 814	18	10-15-11	5	18A	Beans, N. O. S. (dried):		
					In packages, packed in boxes or barrels.	4	5
					In bulk, in sacks or barrels.	5	6

Classification—Continued.

Index No.	From supplement.		Page.	Illinois classification.	Item.	Articles.	L.C.L.	C.L.
	No.	Date effective.						
855 cancels 753	10 17	11-1-08 6-15-11	9 9	32A 35A	Blocks, asphalt.....		4	9
					Blocks:			
					Cupola:		3	
					Loose.....		4	10
					In boxes or barrels.....		4	7
856 cancels 754	10 17	11-1-08 6-15-11	9 9	36 37	Blocks, paving, concrete.....		4	
					Blocks, wooden, paving:		4	
					L. C. L.....		4	
					C. L., in. weight 24,000 lbs., lumber distance tariff rates.....		2	4
857 cancels 815 858 cancels 755	18 17	10-15-11 6-15-11	9 10	6 A 11	Boards, typewriter, in crates or boxes.....		2	
					Boilers, N. O. S. (iron or steel), (see note):		3	6
					Twelve feet and under in length.....		1	6
					Over twelve feet and under thirty feet in length.....		1 1/2	6
					Thirty feet or over in length.....			
					NOTE—Boilers weighing three tons or over, to be loaded and unloaded at risk and expense of shipper and consignee.			
859 cancels 756 860 cancels 757 861 cancels 758 862 cancels 759	17 17	6-15-11 6-15-11	10 11	28 45	Booths, election, iron, steel or wooden, K. D., flat or folded flat.....		4	7
					Brick, common or fire, in barrels or in boxes.....		4	10
	17	6-15-11	12	16	Bulbs, garden, in packages, prepaid or charges guaranteed (see Rule 29).....		2	5
	17	6-15-11	12	27A	Butter:			
					Peanut:		2	
					In glass or earthenware, packed in boxes or barrels.....		2	
					In pails, loose.....		3	
					In pails, packed in crates or boxes.....		3	
					In metal cans, packed in crates, boxes or barrels.....		3	
					In bulk, in barrels.....		3	
863 cancels 760	17	6-15-11	13	27	Candles:		4	5
					N. O. S., in packages.....			
					Tumbler or cup:			
					In boxes, barrels, or casks:			
					Invoice value of the tumblers or cups not exceeding 25 cents per dozen and so receipted for (C. L., min. weight 36,000 lbs.).....		3	5
					Invoice value of the tumblers or cups exceeding 25 cents per dozen or value not stated (C. L., min. weight 24,000 lbs.).....		2	4
864 cancels 761	17	6-15-11	13	35A	Canstock, metal, or metal box stock, lithographed, or painted and printed, in packages (C. L., min. weight 30,000 lbs.).....		3	5

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
865 cancels 762 866 cancels 763	17	6-15-11	14	53	Carriers, empty, returned, prepaid or guaranteed. (Subject to Rule 20.) Acid and ammonia cylinders, drums or tubes, less than carloads, one-half fourth class.		
	17	6-15-11	14	54	Bags or sacks, N. O. S., prepaid: L. C. L.: In boxes, bales or bundles; bales or bundles to be securely bound with not less than three (3) separate wire or rope ties (rope not less than 3-16 inch in diameter) each package tagged with linen tags securely attached by wire, showing name and address of both consignor and consignee. Boxes to be plainly marked showing name and address of both consignor and consignee, one-half fourth class. When not so shipped not taken. C. L.: Tied in bundles, minimum weight 20,000 lbs., one-half fourth class.		
867 cancels 764 868 cancels 817 869 cancels 765 870 cancels 818	17	6-15-11	16	49	Cement, building, in packages.....	4	9
	18	10-15-11	16	55	Cereal products and cereal preparations, N. O. S.: In packages, packed in boxes or barrels..... In bulk, in sacks or barrels.....	4 5	5 6
	17	6-15-11	18	47A	Concrete slabs, reinforced (C. L., min. weight 36,000 lbs.).....	4	9
	18	10-15-11	20	10B	Creamery and cheese factory apparatus, consisting of the following in mixed carload shipments: Belting, not exceeding 500 lbs.; boiler; bottle racks; brick, not exceeding 5,000 lbs.; butter molds; bottle fillers; butter printers; butter tools; butter workers; cans, not to exceed 3,000 lbs.; carriers, milk and cream; cheese molds; cheese presses; cheese press hoops; churns, crane irons; combined churns and butter workers; compressors; cream coolers; cream freezers; cream setters and separators; cream testing machines; curd mills; engine; force pumps; milk heaters; milk pumps; milk testing machines; milk weighers; pasteurizing machines; pipe and connections; pulleys; refrigerating machinery; refrigerator carriers; refrigerator cream tanks; shafting and hangers; smoke stack; steam pumps; starter cans; strainers, tanks; vats; washer sinks; water heaters. Minimum C. L., weight 18,000 lbs. (subject to Rule 30) (Rule 7 not to apply).....		
871 cancels 766	17	6-15-11	22	66	Evergreens, prepaid or charges guaranteed (see Rule 29): In bundles..... In bales or boxes..... Carloads.....	1 1 5	4 5 5

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
872 cancels 819	18	10-15-11	24	21A	Fillers: Egg case fillers, strawboard or wood, packed in egg cases..... C. L., min. weight 24,000 lbs., either in straight shipments or when mixed with K. D., wooden egg case material.....	4	7
873 cancels 820	18	10-15-11	24	21B	Fillers, N. O. S.: Strawboard or wood, K. D., flat, in bundles, crates or boxes.....	4	7
874 cancels 767	17	6-15-11	24	77A	Fixtures: Electric light, not including parts or appurtenances of glass.....	2	
875 cancels 821	18	10-15-11	25	24B	Flour: Sago flour and tapioca flour: In packages, packed in boxes or barrels..... In bulk, in sacks or barrels.....	4 5	5 6
876 cancels 768	17	6-15-11	28	18	Furniture: Chair frames (wooden): N. O. S..... In the white, nested..... K. D., in bundles or boxes..... Furniture, new, or furniture stock or stuff, at owners' risk of rubbing, chafing or ordinary breakage.	F 1 D1 2	
877 cancels 769	17	6-15-11	28	36A	Furniture: Couches, davenports and lounges, N. O. S.: Wrapped, crated or boxed..... Backs off or without backs, wrapped, crated or boxed.....	D1	
878 cancels 770	17	6-15-11	30	37A	Fusees, railroad: In boxes.....	1 1	
879 cancels 771	17	6-15-11	32	26	Glucose feed or gluten feed.....		10
880 cancels 772	17	6-15-11	32	55	Grape pomace, in packages.....	4	
881 cancels 822	18	10-15-11	33	6	Grits: In packages, packed in boxes or barrels..... In bulk, in sacks or barrels.....	4 5	5 6
882 cancels 773	17	6-15-11	35	12	Holly branches, prepaid or charges guaranteed (see Rule 29): In bundles..... In bales or boxes..... Carloads.....	11 1	7
883 cancels 823	18	10-15-11	35	15	Hominy (not canned): In packages, packed in boxes or barrels..... In bulk, in sacks or barrels.....	4 5	5 6
884 cancels 774	17	6-15-11	35	44	Horn pith: In packages..... Carloads.....	4	9
885 cancels 825	18	10-15-11	36	19	Indicators, speed, boxed, cancel. (For rating, see speedometers.)		

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
886 cancels	17	6-15-11	38	24A	Iron and steel, and articles manufactured of same. Handles, boiler (cast or wrought iron), not further finished than being bronzed (C. L., min. weight 30,000 lbs.): In packages.....	3	5
887 cancels	18	10-15-11	40	64B	Troughs: Feeding or watering (galvanized or plain): Cast or wrought.....	2	5
826					Sheet: S. U., not nested.....	1	5
888 cancels	17	6-15-11	41	38	S. U., nested, crated or boxed.....	2	5
775					Junk, consisting of bones, broken glass, hoofs, horns, horn pith, old rope, old rubber, paper scrap, rags and scrap brass, copper, lead, iron, tin and zinc, carloads.....		9
889 cancels	17	6-15-11	41	43	Jute waste, pressed in bales.....	4	
777							
890 cancels	17	6-15-11	42	22	Lard and lard substitutes (solid), N. O. S.: In crocks.....	1	5
778					In tin cans or tin pails, loose.....	2	5
					In wooden pails or buckets, loose.....	2	5
					In glass jars, boxed.....	2	5
					In waterproofed paper packages, boxed.....	2	5
					In jacketed cans, loose.....	3	5
					In cans, pails or buckets, crated or boxed.....	4	5
					In kegs, tubs, firkins, barrels or tierces.....	4	5
					In galvanized iron tanks or drums.....	4	5
					In tank cars.....		5
891 cancels	18	10-15-11	43	18A	Lentils (dried): In packages, packed in boxes or barrels.....	4	5
827					In bulk, in sacks or barrels.....	5	6
892 cancels	18	10-15-11	45	16A	Macaroni; noodles; spaghetti; vermicelli; Italian paste: Boxed.....	4	5
828							
893 cancels	18	10-15-11	46	18	Machines, machinery and mills, all kinds, L. C. L., weighing two tons or over (actual weight) to each complete machine or mill (if having connections and detachable parts, same to be removed from frame of machine or mill and boxed) are subject to ratings applicable to machines and machinery, N. O. S., K. D., unless specific rating provided in the classification is on lower basis, in which case the specific rating will apply.		
829					Matting, tea chest, old, pressed in bales.....	4	
894 cancels	17	6-15-11	46	46			
779							
895 cancels	18	10-15-11	47	46A	Meal: Corn meal: In packages, packed in boxes or barrels.....	4	5
830					In bulk, in sacks or barrels.....	5	6

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
896 cancels 831	18	10-15-11	47	48	Meats: Beef, lamb, mutton, veal, venison, pork loins and pork cut in pieces (other than dressed hogs, whole), beef and pork tenderloins, beef rounds, butts, clods, hearts, livers, loins or ribs, plucks, rolls, fresh tongues, skirts, fresh sausage, tails and other fresh meats (including raw leaflard), N. O. S.	1	4
897 cancels 780	17	6-15-11	49	29	Moss, evergreen, prepaid or charges guaranteed (see Rule 29): In crates, boxes or barrels.....	1	5
898 cancels 781	17	6-15-11	50	26	Carloads.....	2	5
899 cancels 832	18	10-15-11	50	59	Naphthalene, including moth balls: In boxes..... In kegs, bbls., or casks.....	3	5
					Oatmeal and rolled oats: In packages packed in boxes or barrels..... In bulk, in bags, sacks or barrels (see note).....	4 5	5 Wheat dis- tance tariff rates.
					In bulk, in bags, sacks or barrels, when in lots of 32,000 lbs. or over (see note), 30 per cent over C. L. rate, O. R., wet and waste. NOTE—Charges on a shipment of less than 2,000 lbs. shall not exceed the charges on 2,000 lbs.		
900 cancels 782	17	6-15-11	50	66A	Oil, cooking, N. O. S.: In metal cans, packed in crates or boxes..... Bulk, in barrels or drums.....	3 3	4 4
901 cancels 783	17	6-15-11	51	36	Ore, antimony, calamine, copper, gold, lead, silver or tin, invoice value not exceeding one hundred dollars per net ton, and so receipted for.....	4	9
902 cancels 784	17	6-15-11	51	49	Ore, mica, invoice value not exceeding one hundred dollars per net ton, and so receipted for.....		9
903 cancels 785	17	6-15-11	51	60A	Ovens and cabinets, for gas, oil and alcohol stoves, in separate packages: (C. L., minimum weight 20,000 lbs.): S. U..... K. D., flat, boxed..... Sheet iron ovens, nested.....	1 2 2	5 5 5
904 cancels 786	17	6-15-11	52	12	Paintings and pictures, not boxed, invoice value not exceeding one dollar each, and so receipted for; ship- pers to load and unload.....		1
905 cancels 787	17	6-15-11	53	32	Paste, carpet cleaning, in packages.....	4	6

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
906 cancels 834	18	10-15-11	53	41	Pears, green, prepaid or charges guaranteed (see Rule 29): In baskets with solid or slatted wooden tops In crates In boxes In barrels	3 3 4 5	Special tariff
907 cancels 835	18	10-15-11	53	42A	Peas, N. O. S.: Dried or split: In packages, packed in boxes or barrels	4	
908 cancels 788	17	6-15-11	53	44	Pea hulls: In bulk, in sacks or barrels	5	
909 cancels 789	17	6-15-11	54	35A	Pea hulls: Carloads In bulk, 15,000 lbs., and over	4 4	
910 cancels 790	17	6-15-11	54	51	Pipe, cement or concrete, reinforced, carloads minimum weight 30,000 lbs.	4	6
911 cancels 836	18	10-15-11	55	24A	Potash, sulphate of, for fertilizing purposes	4	10
912 cancels 837	18	10-15-11	56	31A	Props (wooden): Mine props, mine caps, mine collars and mine wedges, round or split from rough wood (not sawed to dimensions except in length), C. L., minimum weight 24,000 lbs., soft coal distance tariff rates.		
913 cancels 791	17	6-15-11	57	35	Roofing, iron or tin: In boxes, bundles or rolls	4	
914 cancels 792	17	6-15-11	57	50	Root, horseradish, in packages, prepaid or charges guaranteed (see Rule 29)	4	Vegetable rates.
915 cancels 838	18	10-15-11	58	8A	Sago: In packages, packed in boxes or barrels	4	5
916 cancels 839	18	10-15-11	58	26A	In bulk, in sacks or barrels	5	6
					Samp: In packages, packed in boxes or barrels	4	5
					In bulk, in sacks or barrels	5	6

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
917 cancels 793	17	6-15-11	58	31	§Sash or doors, if glazed with stained or leaded glass or other than common window or plate glass, released (C. L. min. weight 20,000 lbs.).....	1	5
					§Sash, glazed with common window or plate glass: L. C. L.....	4	.....
					C. L. min. wt. 24,000 lbs., lumber distance tariff rates, plus one cent per 100 lbs.		
					§Sash, unglazed, made of common pine, redwood or cypress: L. C. L.....	3	.....
					C. L. min. wt. 24,000 lbs., lumber distance tariff rates, plus one cent per 100 lbs.		
					§NOTE—Glazed sash and doors must have glazed surfaces protected by boards not less than $\frac{3}{8}$ inch in thickness.		
					Sash, iron or steel (C. L. min. wt. 30,000 lbs.).....	2	5
					Sash, metal, N. O. S.: Boxed or crated (C. L. min. wt. 30,000 lbs.).....	2	4
					Sash, unglazed, N. O. S.....	2	7
					§Doors, glazed with common window or plate glass: Walnut, cherry, holly or mahogany.....	2	5
					Made of other woods: L. C. L.....	4	.....
					C. L. min. weight 24,000 lbs., lumber distance tariff rates, plus one cent per 100 lbs.		
					Doors, unglazed: Walnut, cherry, holly or mahogany.....	3	7
					Made of other woods: L. C. L.....	4	.....
					C. L. min. wt. 24,000 lbs., lumber distance tariff rates, plus one cent per 100 lbs.		
					Frames, wooden: Blind, door, sash and window: Set up: L. C. L.....	2	.....
					C. L. min. wt. 24,000 lbs., lumber distance tariff rates, plus one cent per 100 lbs.		
					K. D.: In bundles or packages.....	4	.....
					C. L. min. wt. 24,000 lb., lumber distance tariff rates, plus one cent per 100 lbs.		
					§NOTE—Glazed sash and doors must have glazed surfaces protected by boards not less than $\frac{3}{8}$ inch in thickness.		
918 cancels 794	17	6-15-11	59	10	Seed, clover, red top or timothy (see Rule 28).....	3	6
					Seed, cotton, flax or linseed: L. C. L.....	3	.....
919 cancels 795 920 cancels 796	17	6-15-11	61	34	C. L. min. wt. 24,000 lbs., wheat distance tariff rates (see Rule 28).		
					Solvent. Eliminate ratings.		
	17	6-15-11	61	39A	Speedometers, boxed.....	D1	.....

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
921 cancels 797	17	6-15-11	62	33	Stone or rock, paving, bituminous.....	4	10
922 cancels 798	17	6-15-11	62	35	Stone, rough, undressed, sawed flagging, curbing, paving or rubble.....	4	10
923 cancels 799	17	6-15-11	63	35	Sugar, crystal. Eliminate ratings.		
924 cancels 800	17	6-15-11	63	36	Sugar, grape or corn, in wood or in sacks.....	5	6
925 cancels 801	17	6-15-11	63	49A	Sweeping compound, dry (not disinfectants), in barrels or drums, or in tin cans crated or boxed (C. L., minimum weight 36,000lbs.).....	4	10
926 cancels 842	18	10-15-11	64	2	Tanks, N. O. S. (iron or steel), plain painted or galvanized: S. U., not nested..... S. U., nested..... K. D., flat in crates or boxes..... L. C. L., when requiring open car, see Rule 9B— Plate: 11-64 inch (U. S. Stand. Gauge No. 8) in thickness or heavier: Twelve feet or under in length..... Over twelve feet and under thirty feet in length..... Thirty feet or over in length.....	1 2 3	5 7 7
927 cancels 803	17	6-15-11	64	7C	Tanks: Pressure tanks, made of plate iron or steel, 9-64 inch (U. S. Standard Gauge No. 10) in thickness or heavier: Loaded in box car.....	3	6
928 cancels 843	18	10-15-11	64	17A	Tapioca: In packages, packed in boxes or barrels..... In bulk, in sacks or barrels.....	4 5	7 6
929 cancels 804	17	6-15-11	70	35A	Vehicles, parts of, at O. R. B. C., fire and weather or released. Frames: Automobile gear frames (without attachments), iron or steel: Loose..... Crated or boxed..... Min. wt. 20,000 lbs..... Vehicles, parts of, at O. R. B., C., fire and weather or released.	D1 1	
930 cancels 805	17	6-15-11	71	48A	Wind shields (automobile): Crated..... Boxed..... Min. wt. 24,000 lbs.....	D1 1	
931 cancels 806	17	6-15-11	73	5A	Wall covering (paper and wood lath combined), (C. L., min. wt. 36,000 lbs.).....	4	
932 cancels 807	17	6-15-11	76	30	Woolen mill sweepings and wool flocks, pressed in bales, or in casks or hogsheds.....	4	

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
					RULE 28.		
933 cancels 808	17	6-15-11	VIII		Carload shipments of clover seed, red top seed, timothy seed, cotton seed, flax seed or linseed, in bulk, may not be accepted for transportation unless loaded in cars which have been properly lined, at shipper's expense, to prevent loss by leakage. Shippers will be required to notify carrier's agent that he desires to load flax seed, timothy seed or other seeds named, and the following notation over shipper's signature must be shown on shipping order and bill of lading. "Loaded in bulk, subject to, and in compliance with, Rule 28, of Illinois Railroad and Warehouse Commission Classification No. 10."		
					RULE 29.		
934 cancels 809	17	6-15-11	VIII		Freight on which prepayment is required may, on approval of the general freight department or other proper department of the carrier with which the freight originates, be forwarded on the guarantee of the shipper or the consignee that all charges will be paid at destination.		
					RULE 30.		
935 cancels 844	18	10-15-11	VIII		Minimum weights provided in this classification will apply on all sizes of cars, except that premium and deduction charges will be applied to light and bulky articles designated by notes as "Subject to Rule 30," whether loaded in box cars or on open cars. Upon such light and bulky articles, the standard car will be 36 feet in length, inside measurement, 3% per foot to be added for each foot in excess of 36 feet, and 3% per foot to be deducted for each foot less than 36 feet, with a minimum of 91%, all percentages to be based on inside dimensions. In applying premium and deduction charges, fractions of a foot, six inches or less to be disregarded (see Table of Percentages and Minimum Weights shown in Index No. 938 of this supplement).		

Classification—Continued.

Index No.	Illinois classification.		To replace fruit and vegetable rates, as shown on page 8, supplement No. 18, Index 845.																																																																																																																																
	Page.	Item.																																																																																																																																	
936 cancels 845	26	9-A	<p>Fruits and vegetables, carloads, viz:</p> <p>Apples, green, P. P., or guaranteed, C. L., minimum weight 24,000 lbs.</p> <p>Apple waste, green or dried, in sacks, boxes or barrels, C. L., minimum weight 24,000 lbs.</p> <p>Melons, in bulk or packages, C. L., minimum weight 24,000 lbs.</p> <p>Pears, in bulk, or baskets, boxes or barrels, C. L., minimum weight 24,000 lbs.</p> <p>Potatoes, in bulk or packages, O. R., minimum weight 20,000 lbs.</p> <p>Vegetables, straight or mixed carloads of asparagus, beans, beets, cabbage, cauliflower, carrots, celery, corn, cucumbers, egg plant, garlic, horse radish roots, kale, lettuce, melons, mustard, mushrooms, onions, okra, parsley, peas, peppers, pumpkins, pie-plant, parsnips, potatoes, radishes, salsify, spinach, squash, tomatoes or turnips, minimum weight 20,000 lbs.</p>																																																																																																																																
			<table> <tr> <th>Distances.</th><th>Rate in cents per 100 lbs.</th><th>Distances.</th><th>Rate in cents per 100 lbs.</th></tr> <tr> <td>2 miles and under.....</td><td>2.8</td><td>150 miles and over.....</td><td>14.5</td></tr> <tr> <td>4 miles and over.....</td><td>3.6</td><td>155 ..do.....</td><td>15.0</td></tr> <tr> <td>6 ..do.....</td><td>4.</td><td>160 ..do.....</td><td>15.5</td></tr> <tr> <td>10 ..do.....</td><td>4.5</td><td>165 ..do.....</td><td>16.0</td></tr> <tr> <td>15 ..do.....</td><td>4.9</td><td>170 ..do.....</td><td>16.5</td></tr> <tr> <td>20 ..do.....</td><td>5.1</td><td>175 ..do.....</td><td>17.0</td></tr> <tr> <td>25 ..do.....</td><td>5.4</td><td>180 ..do.....</td><td>17.5</td></tr> <tr> <td>30 ..do.....</td><td>5.7</td><td>185 ..do.....</td><td>18.0</td></tr> <tr> <td>35 ..do.....</td><td>5.9</td><td>190 ..do.....</td><td>18.5</td></tr> <tr> <td>40 ..do.....</td><td>6.2</td><td>195 ..do.....</td><td>19.0</td></tr> <tr> <td>45 ..do.....</td><td>6.5</td><td>200 ..do.....</td><td>19.5</td></tr> <tr> <td>50 ..do.....</td><td>6.8</td><td>210 ..do.....</td><td>20.0</td></tr> <tr> <td>55 ..do.....</td><td>7.</td><td>220 ..do.....</td><td>21.0</td></tr> <tr> <td>60 ..do.....</td><td>7.3</td><td>230 ..do.....</td><td>22.0</td></tr> <tr> <td>65 ..do.....</td><td>7.6</td><td>240 ..do.....</td><td>23.0</td></tr> <tr> <td>70 ..do.....</td><td>7.9</td><td>250 ..do.....</td><td>24.0</td></tr> <tr> <td>75 ..do.....</td><td>8.1</td><td>260 ..do.....</td><td>25.0</td></tr> <tr> <td>80 ..do.....</td><td>8.3</td><td>270 ..do.....</td><td>26.0</td></tr> <tr> <td>85 ..do.....</td><td>8.4</td><td>280 ..do.....</td><td>27.0</td></tr> <tr> <td>90 ..do.....</td><td>8.6</td><td>290 ..do.....</td><td>28.0</td></tr> <tr> <td>95 ..do.....</td><td>8.7</td><td>300 ..do.....</td><td>29.0</td></tr> <tr> <td>100 ..do.....</td><td>8.9</td><td>320 ..do.....</td><td>30.0</td></tr> <tr> <td>105 ..do.....</td><td>9.</td><td>340 ..do.....</td><td>32.0</td></tr> <tr> <td>110 ..do.....</td><td>9.2</td><td>360 ..do.....</td><td>34.0</td></tr> <tr> <td>115 ..do.....</td><td>9.3</td><td>380 ..do.....</td><td>36.0</td></tr> <tr> <td>120 ..do.....</td><td>9.4</td><td>400 ..do.....</td><td>38.0</td></tr> <tr> <td>125 ..do.....</td><td>9.6</td><td>420 ..do.....</td><td>40.0</td></tr> <tr> <td>130 ..do.....</td><td>9.7</td><td>440 ..do.....</td><td>42.0</td></tr> <tr> <td>135 ..do.....</td><td>9.8</td><td>460 ..do.....</td><td>44.0</td></tr> <tr> <td>140 ..do.....</td><td>10.</td><td>480 ..do.....</td><td>46.0</td></tr> <tr> <td>145 ..do.....</td><td>10.1</td><td>500 ..do.....</td><td>48.0</td></tr> </table>	Distances.	Rate in cents per 100 lbs.	Distances.	Rate in cents per 100 lbs.	2 miles and under.....	2.8	150 miles and over.....	14.5	4 miles and over.....	3.6	155 ..do.....	15.0	6 ..do.....	4.	160 ..do.....	15.5	10 ..do.....	4.5	165 ..do.....	16.0	15 ..do.....	4.9	170 ..do.....	16.5	20 ..do.....	5.1	175 ..do.....	17.0	25 ..do.....	5.4	180 ..do.....	17.5	30 ..do.....	5.7	185 ..do.....	18.0	35 ..do.....	5.9	190 ..do.....	18.5	40 ..do.....	6.2	195 ..do.....	19.0	45 ..do.....	6.5	200 ..do.....	19.5	50 ..do.....	6.8	210 ..do.....	20.0	55 ..do.....	7.	220 ..do.....	21.0	60 ..do.....	7.3	230 ..do.....	22.0	65 ..do.....	7.6	240 ..do.....	23.0	70 ..do.....	7.9	250 ..do.....	24.0	75 ..do.....	8.1	260 ..do.....	25.0	80 ..do.....	8.3	270 ..do.....	26.0	85 ..do.....	8.4	280 ..do.....	27.0	90 ..do.....	8.6	290 ..do.....	28.0	95 ..do.....	8.7	300 ..do.....	29.0	100 ..do.....	8.9	320 ..do.....	30.0	105 ..do.....	9.	340 ..do.....	32.0	110 ..do.....	9.2	360 ..do.....	34.0	115 ..do.....	9.3	380 ..do.....	36.0	120 ..do.....	9.4	400 ..do.....	38.0	125 ..do.....	9.6	420 ..do.....	40.0	130 ..do.....	9.7	440 ..do.....	42.0	135 ..do.....	9.8	460 ..do.....	44.0	140 ..do.....	10.	480 ..do.....	46.0	145 ..do.....	10.1	500 ..do.....	48.0
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Classification—Continued.

Index No.	Illinois classifi- cation.	To replace schedule shown on page 10, Supplement No. 18, Index 847.
	Page.	
937 cancels 847	XVI	<p>Stock cattle and feeders shall take 75 per cent of the rates for cattle. In using the above schedule of rates, the following minimum weights shall apply:</p> <p>Cattle: Cars 33 feet 9 inches and under, inside measurement, 20,500 lbs. Cars over 33 feet 9 inches to and including 36½ feet, inside measurement, 22,000 lbs. Cars over 36½ feet, inside measurement, 24,000 lbs.</p> <p>Horses: The same minimums shall apply to horses as are given for cattle.</p> <p>Hogs: Cars 33 feet 9 inches and under, inside measurement, single deck, 16,000 lbs.; double deck, 20,500 lbs. Cars over 33 feet 9 inches to and including 36½ feet, inside measurement, single deck, 17,000 lbs.; double deck, 22,000 lbs. Cars over 36½ feet, inside measurement, single deck, 19,000 lbs.; double deck, 24,000 lbs.</p> <p>Sheep: Cars 33 feet 9 inches and under, inside measurement, single deck, 11,000 lbs.; double deck, 15,500 lbs. Cars over 33 feet 9 inches to and including 36½ feet, inside measurement, single deck, 12,000 lbs.; double deck, 17,000 lbs. Cars over 36½ feet, inside measurement, single deck, 14,000 lbs.; double deck, 19,000 lbs.</p> <p>Where the shipper, at the time of applying for a car, designates the length of car required for his use, and the company has in service such cars, the minimum fixed for the length of car so designated shall apply, even though a larger car be actually furnished.</p> <p>The shipper of one car of live-stock, or his agent, shall be carried free on the train with such animals to take care of the same, and shall be entitled to a return ticket, good on any regular train of the company for not to exceed one-half fare.</p> <p>The shipper of two or three cars of live-stock, or his agent, shall be carried free on the train with such stock to take care of them, and shall be returned on any regular train free by the company.</p> <p>The shipper of four to seven cars of live-stock, inclusive, belonging to one owner, shall be entitled to have two men in charge transported on the train with such stock and returned on any regular train, free.</p> <p>The shipper of eight cars or more, belonging to one owner, shall be entitled to transportation for three men in charge of said stock, to be returned free, on any regular train.</p>

Classification—Concluded.

Index No. 938 cancels 848.	Illinois classifi- cation.	Table showing minimum C. L. weights applicable under Rule 30 (see index 935, this supplement) to light and bulky freight shipped in ears of different lengths (inside dimensions).					
	Page.						
	VIII.						
Length of ear. (Dimensions inclusive.)		33 ft. 6 in. and under.	Over 33 ft. 6 in. to and inc. 34 ft. 6 in.	Over 34 ft. 6 in. to and inc. 35 ft. 6 in.	Over 35 ft. 6 in. to and inc. 36 ft. 6 in.	Over 36 ft. 6 in. to and inc. 37 ft. 6 in.	Over 37 ft. 6 in. to and inc. 38 ft. 6 in.
Per cent.		91	94	97	100	103	106
Minimum weights.							
5,000 lbs.	4,550	4,700	4,850	5,000	5,150	5,300	
8,000 lbs.	7,280	7,520	7,760	8,000	8,240	8,480	
9,000 lbs.	8,190	8,460	8,730	9,000	9,270	9,540	
10,000 lbs.	9,100	9,400	9,700	10,000	10,300	10,600	
11,000 lbs.	10,010	10,340	10,670	11,000	11,330	11,660	
12,000 lbs.	10,920	11,280	11,640	12,000	12,360	12,720	
14,000 lbs.	12,740	13,160	13,580	14,000	14,420	14,840	
15,000 lbs.	13,650	14,100	14,550	15,000	15,450	15,900	
16,000 lbs.	14,560	15,040	15,520	16,000	16,480	16,960	
18,000 lbs.	16,380	16,920	17,460	18,000	18,540	19,080	
20,000 lbs.	18,200	18,800	19,400	20,000	20,600	21,200	
24,000 lbs.	21,840	22,560	23,280	24,000	24,720	25,440	
30,000 lbs.	27,300	28,200	29,100	30,000	30,900	31,800	

Length of ear. (Dimensions inclusive.)		Over 38 ft. 6 in. to and inc. 39 ft. 6 in.	Over 39 ft. 6 in. to and inc. 40 ft. 6 in.	Over 40 ft. 6 in. to and inc. 41 ft. 6 in.	Over 41 ft. 6 in. to and inc. 42 ft. 6 in.	Over 42 ft. 6 in. to and inc. 43 ft. 6 in.	Over 43 ft. 6 in. to and inc. 44 ft. 6 in.
Per cent.		109	112	115	118	121	124
Minimum weights.							
5,000 lbs.	5,450	5,600	5,750	5,900	6,050	6,200	
8,000 lbs.	8,720	8,960	9,200	9,440	9,680	9,920	
9,000 lbs.	9,810	10,080	10,350	10,620	10,890	11,160	
10,000 lbs.	10,900	11,200	11,500	11,800	12,100	12,400	
11,000 lbs.	11,990	12,320	12,650	12,980	13,310	13,640	
12,000 lbs.	13,080	13,440	13,800	14,160	14,520	14,880	
14,000 lbs.	15,260	15,680	16,100	16,520	16,940	17,360	
15,000 lbs.	16,350	16,800	17,250	17,700	18,150	18,600	
16,000 lbs.	17,440	17,920	18,400	18,880	19,360	19,840	
18,000 lbs.	19,620	20,160	20,700	21,240	21,780	22,320	
20,000 lbs.	21,800	22,400	23,000	23,600	24,200	24,800	
24,000 lbs.	26,160	26,880	27,600	28,320	29,040	29,760	
30,000 lbs.	32,700	33,600	34,500	35,400	36,300	37,200	

Length of ear. (Dimensions inclusive.)		Over 44 ft. 6 in. to and inc. 45 ft. 6 in.	Over 45 ft. 6 in. to and inc. 46 ft. 6 in.	Over 46 ft. 6 in. to and inc. 47 ft. 6 in.	Over 47 ft. 6 in. to and inc. 48 ft. 6 in.	Over 48 ft. 6 in. to and inc. 49 ft. 6 in.	Over 49 ft. 6 in. to and inc. 50 ft. 6 in.
Per cent.		127	130	133	136	139	142
Minimum weights.							
5,000 lbs.	6,350	6,500	6,650	6,800	6,950	7,100	
8,000 lbs.	10,160	10,400	10,640	10,880	11,120	11,360	
9,000 lbs.	11,430	11,700	11,970	12,240	12,510	12,780	
10,000 lbs.	12,700	13,000	13,300	13,600	13,900	14,200	
11,000 lbs.	13,970	14,300	14,630	14,960	15,290	15,620	
12,000 lbs.	15,240	15,600	15,960	16,320	16,680	17,040	
14,000 lbs.	17,780	18,200	18,620	19,040	19,460	19,880	
15,000 lbs.	19,050	19,500	19,950	20,400	20,850	21,300	
16,000 lbs.	20,320	20,800	21,280	21,760	22,240	22,720	
18,000 lbs.	22,860	23,400	23,940	24,480	25,020	25,560	
20,000 lbs.	25,400	26,000	26,600	27,200	27,800	28,400	
24,000 lbs.	30,480	31,200	31,920	32,640	33,360	34,080	
30,000 lbs.	38,100	39,000	39,900	40,800	41,700	42,600	

Supplement No. 20

TO

Illinois

Railroad and Warehouse Commission

CLASSIFICATION NO. 10.

EFFECTIVE JULY 1, 1912.

Cancels Supplements Nos. 16 and 19 and Contains all
Changes.

ORVILLE F. BERRY, *Chairman;*
BERNARD A. ECKHART, *Commissioner;*
JAMES A. WILLOUGHBY, *Commissioner.*

ATTEST:

WILLIAM KILPATRICK, *Secretary;*

CHAS. J. SMITH, *Asst. Secretary.*

THOS. L. WOLF, *Rate Clerk.*

SPECIAL NOTICE.

AMENDED RULE 3.

AS AMENDED BY THE COMMISSION, MAY 9, 1912.

The Commission will meet at its office in the City of Chicago, on Thursday after the first Monday in each month for the purpose of auditing the bills of the Grain Department, and for the hearing of such cases as may be, from time to time, set for hearing at Chicago; and on the second Wednesday after the first Monday in the months of January, May and September for the purpose of considering petitions for changes of classification or the classification of new article.

All petitions, applications and suggestions of any character to be acted upon at the regular classification meetings, shall be filed with the Secretary of this Commission thirty days prior to the first day of such meeting, and said classification docket shall be printed and mailed to each of the interested parties, as shown by said classification docket, at least ten days prior to the first day of such meeting.

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ADDITIONS, CANCELLATIONS AND CHANGES IN CLASSIFI-
CATION OF ARTICLES SHOWN IN THIS SUPPLEMENT,
WERE MADE BY ORDERS OF THE BOARD OF RAIL-
ROAD AND WAREHOUSE COMMISSIONERS
OF ILLINOIS, AT A MEETING HELD AT
CHICAGO, ILLINOIS, MAY 8, 1912.

SUPPLEMENT NO. 20.

ILLINOIS COMMISSIONERS' CLASSIFICATION NO. 10.

Cancels Supplements Nos. 16 and 19 and Contains All Changes.

Effective July 1, 1912.

A letter suffix following the item number indicates an item not included in the classification.

ADDITIONS, CANCELLATIONS AND CHANGES EFFECTED BY THIS SUPPLEMENT.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
610	Pages X and XI— Table of weights and estimated weights of lumber and other articles. Supp. 16, index 239— Oil (estimated weight) 400 lbs., per barrel.			Pages X and XI— Eliminate from the classification.		
611	Page 72, items 52 and 53— Vitrol, oil of: In carboys..... In iron drums.....	1 1	6 6	Page 1, item 13B-- Acids: Sulphuric, or oil of vitrol: In glass or earthenware, packed in barrels or boxes..... In carboys (subject to Rule 31).. In iron or steel barrels or drums.. In tank cars (subject to Rule 1B)	1 1 4	6 6 6 6
612				Agricultural implements, not including hand implements, O. R. B., and C., or released. Page 2, item 17A-- Engines, traction: Minimum weight 10,000 lbs. each (C. L., min. weight 20,000 lbs.)...	3	6
613	No specific rating.			Page 6, item 11A— Asbestos sand or refuse: In packages..... In packages or in bulk (C. L., min. weight 40,000 lbs.).....	4	..... 10

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
614	<p>Supp. 19, index 945— Asphalt (asphaltum), natural or by-product: Liquid, other than paint, stain or varnish: In barrels (C. L., min. weight 30,000 lbs.).....</p> <p>In tank cars, C. L., weight per gallon 7.5 lbs. (subject to Rule 1B).....</p> <p>In tanks, cars not unloaded and returned in original tanks to original shipping point, one-half ($\frac{1}{2}$) third class rate, applicable in the direction of the movement of the returned shipment, based on the gallons in the car, at estimated weights provided for in the classification, the total charge not to exceed one-half ($\frac{1}{2}$) the charge based on carload rate and minimum weight.</p> <p>Solid: In bags.....</p> <p>In barrels, with or without heads.....</p> <p>In packages, or in bulk (C. L., min. weight 40,000 lbs.).....</p> <p>In tank cars, actual weight (subject to Rule 1B).....</p>	5	9	<p>Page 6, item 18— Asphalt (asphaltum), natural or by-product: Liquid, other than paint, stain or varnish: In barrels (C. L., min. weight 30,000 lbs.).....</p> <p>In tank cars, C. L., weight per gallon 8 lbs. (subject to Rule 1B) (see note).....</p> <p>Solid: In bags.....</p> <p>In barrels with or without heads.....</p> <p>In packages, or in bulk (C. L., min. weight 40,000 lbs.).....</p> <p>In tank cars, actual weight (subject to Rule 1B), (see note).....</p> <p>NOTE—Asphalt, liquid or solid not unloaded and returned in original tank to original shipping point one-half ($\frac{1}{2}$) third-class rate applicable in the direction of the movement of the returned shipment, based on the gallons in the car, at estimated weight provided for in the classification on the liquid, and actual weight on the solid, the total charge not to exceed one-half ($\frac{1}{2}$) the charge based on carload rate and minimum weight.</p>	5	9
615	<p>Barrels—empty. Supp. 16, index 34— Barrels, iron or steel.....</p>	1	5	<p>Barrels—empty. Page 7, item 4A— Barrels, casks or drums, N. O. S.; Sheet iron or steel (U. S. Standard Gauge No. 20 or lighter), (C. L., min. weight 10,000 lbs.) (subject to Rule 30).....</p> <p>Plate iron or steel (U. S. Standard Gauge No. 19 or heavier), (C. L., min. weight 20,000 lbs.) (subject to Rule 30).....</p>	D1	2
616	<p>Carriers, empty, returned, prepaid or guaranteed, subject to Rule 20. Supp. 19, index 949— Piano boxes, new or second-hand.</p>	D1	.....	<p>Page 11, item 5A— Boxes: Piano boxes, new or second-hand, prepaid or guaranteed (subject to Rule 29).....</p>	D1	.....

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
617	<p>Supp. 16, index 60</p> <p>Butter, butter grease, butterine, oleomargarine, olive butter and purola:</p> <p>In covered baskets.....</p> <p>In earthenware crocks.....</p> <p>In crocks, jars or glass, boxed.....</p> <p>In waterproofed paper packages, boxed.....</p> <p>In tin, crated or boxed.....</p> <p>In tin or pressed steel cans or pails.....</p> <p>In wood.....</p> <p>Minimum weight 24,000 lbs.....</p>			<p>Page 12, item 28—</p> <p>Butter, butter grease, butterine, oleomargarine, olive butter and purola:</p> <p>In covered baskets.....</p> <p>In earthenware crocks.....</p> <p>In crocks, jars or glass, boxed.....</p> <p>In waterproofed paper packages, boxed.....</p> <p>In tin, crated or boxed.....</p> <p>In tin or pressed steel cans or pails.....</p> <p>Bulk or in forms in barrels, kegs, firkins, pails or tubs.....</p> <p>Minimum weight 24,000 lbs.....</p>		
618	<p>Supp. 16, index 65—</p> <p>Cans, tin and galvanized iron, min. C. L., weight 15,000 lbs.....</p>		5	<p>Page 13, item 45—</p> <p>Cans, tin and galvanized iron, (C. L., min. weight 15,000 lbs.) (subject to Rule 30).....</p>		5
619	<p>Page 13, item 46—</p> <p>Cans, tin, old, returned, min. weight 15,000 lbs.....</p>		6	<p>Page 13, item 46—</p> <p>Eliminate from classification.</p>		
620	<p>Carriers, empty, returned, prepaid or guaranteed (subject to Rule 20).</p> <p>Supp. 19, index 865—</p> <p>Acid and ammonia cylinders, drums or tubes, less than carloads one-half fourth class.</p> <p>Supp. 16, index 72—</p> <p>Steel cylinders (acetylene gas), returned, one-half fourth class rate.</p>			<p>Carriers, empty, returned, prepaid or guaranteed (subject to Rules 20 and 29).</p> <p>Page 15, item 18A—</p> <p>Cylinders, drums or tubes: Acid, ammonia or gas, less than carloads, one-half of fourth class rate.</p>		
621	No specific rating.			<p>Page 17, item 49A—</p> <p>Circus seats:</p> <p>Not upholstered nor with backs.</p>	4	7
622	No specific rating.			<p>Page 17, item 49B—</p> <p>Circus seat supports.....</p>	3	7

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
623	Page 19, items 24-25-26-29-31-32-33 -34 and 35— Cork, ground or granulated, in bags or sacks (C. L., min. weight 12,000 lbs.)..... Cork chips and waste, in packages (C. L., min. weight 12,000 lbs.)... Cork, split, in bundles or boxes... Cork handles for bicycles, in boxes... Cork seine floats, in packages... Cork shavings or curled cork, in packages..... Cork soles, in packages..... Corks..... Corkwood (C. L., min. weight 12,000 lbs.).....	4 4 1 1 1 D1 1 1 1	10 10 10 3	Page 19, item 24— Cork: Bark (corkwood), unmanufactured; In bundles, bales or packages, (C. L., min. weight 12,000 lbs.) (subject to Rule 30)..... Chips, shavings or waste; In machine compressed bales or in crates or cases (C. L., min. weight 20,000 lbs.) (subject to Rule 30)..... In bags, sacks or in uncompressed bales (C. L., min. weight 12,000 lbs.) (subject to Rule 30)..... Granulated or ground: In packages (C. L., min. weight 12,000 lbs.) (subject to Rule 30). Machine compressed in bales (C. L., min. weight 20,000 lbs.) (subject to Rule 30)..... Shapes, sheets or slabs, N. O. S. (in machine pressed forms made from chips, granulated, ground, shavings or waste cork): With or without binder (C. L., min. weight 20,000 lbs.) (sub- ject to Rule 30)..... Split in sheets: In burlapped bales or bundles.. In boxes or crates..... Blocks, life preserver: In packages (C. L., min. weight 18,000 lbs.) (subject to Rule 30). Stoppers and discs, in packages.. Cork, in shapes N. O. S.: In barrels or boxes.....	1 3 3 D1 1 3 3 5 1½ 1 1 1 1 1	3 5 5 3 5 3 3 5 3
624	Supp. 16, index 100— Cream separators, detachable parts removed, boxed or crated.....	2	6	Page 20, item 10A— Cream separators, detachable parts removed, boxed or crated (C. L., min. weight 20,000 lbs.).....	2	6
625	Page 23, item 45— Feather beds and pillows, boxed..	D1		Page 23, item 45— Feather beds, boxed..... Page 23, item 45A— Feather pillows: In bales, bags or bundles..... *Machine compressed in bales ... C. L. min. weight 12,000 lbs. (sub- ject to Rule 30)..... *NOTE—Compressed to a density of not less than 6 lbs. per cubic foot.	D1 2½T1 1½	 2

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
626	Page 9, item 44—			Page 24, item 5—		
	Blood, dried, in packages.....	4	10	Fertilizers and fertilizer material:		
	Page 24, items 5-6-7—			Acid phosphate fertilizer:		
	Fertilizers, N. O. S., in bags or bbls.	4	10	In bags, barrels or boxes.....	4	.....
	Fertilizers, N. O. S.....		10	In packages or in bulk.....		10
	Fertilizers, tobacco, compressed in			Blood, dried:		
	bales or sacks.....	4	10	In bags, barrels or boxes.....	4	.....
	Page 47, item 22—			In packages or in bulk.....		10
	Marl.....	4	6	Kainit:		
	Page 53, items 72-73—			In bags, barrels or boxes.....	4	.....
	Phosphate rock.....		10	In packages or in bulk.....		10
	Phosphates (for fertilizing pur-			Marl, peat or humus:		
	poses), in bags or bbls.....	4	10	In bags, barrels or boxes.....	4	.....
	Page 63, item 74—			In packages or in bulk.....		10
	Tankage (refuse from packing			Phosphate rock:		
	houses for fertilizing purposes)...	4	10	In bags, barrels or boxes.....	4	.....
				In packages or in bulk.....		10
				Phosphates:		
				In bags, barrels or boxes.....	4	.....
				In packages or in bulk.....		10
627	Furniture and furniture stock or			Spent bone black:		
	stuff.			In bags, barrels or boxes.....	4	.....
	Page 26, item 32—			In packages or in bulk.....		10
	Chairs, camp or theatre, minimum			Tankage, packing house:		
	weight 10,000 lbs.....		4	In bags, barrels or boxes.....	4	.....
				In packages or in bulk.....		10
				Tobacco fertilizers:		
				Compressed in bags or sacks.....	4	.....
				N. O. S.:		
				In bags, barrels or boxes.....	4	.....

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
628	Furniture and furniture stock or stuff. Page 27, items 42 and 43— Furniture: Cabinets, kitchen: N. O. S. Entirely taken apart and K. D. flat, in bundles, crates or boxes.	1½ 2	..... .....	Furniture and furniture stock or stuff. Page 27, item 42— Furniture: Cabinets: Kitchen cabinets, portable pantries and kitchen cabinets and tables combined: Wrapped, crated or boxed: S. U. K. D. (not flat)..... K. D. flat.....	1½ 1 2	...............
629	Furniture and furniture stock or stuff. Page 28, item 2— Chairs, camp or theatre, wrapped, crated or boxed.....	1	.....	Furniture and furniture stock or stuff. Page 28, item 2— Chairs, camp, circus or theatre: Wrapped, crated or boxed.....	1	.....
630	Supp. 16, index 138— Grease, axle: In buckets, pails or tubs..... In boxes, barrels, kegs, kits or tin cans, boxed.....	3 4	5 5	Page 32, item 63— Grease, axle: In wooden pails or tubs In iron or steel pails..... In metal cans completely jacketed In metal cans in crates..... In kits..... In barrels or boxes.....	3 4 4 4 4 4	5 5 5 5 5 5
631	Supp. 19, index 882— Holly branches, prepaid or charges guaranteed (see Rule 29): In bundles..... In bales or boxes..... Carloads.....	1½ 1	..... ..... 7	Page 35, item 12— Holly branches, prepaid or charges guaranteed (see Rule 29): In bundles..... In bales or boxes..... C. L., min. weight 10,000 lbs. (subject to Rule 30).....	1½ 1	..... ..... 2
632	Iron and steel, and articles manufactured of same. Page 36, item 44— Anvils and vises.....	4	5	Iron and steel, and articles manufactured of same. Page 36, item 44— Anvils and vises separate or combined.....	4	5

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
633	No specific rating.			Iron and steel, and articles manufactured of same. Page 37, item 36A— Chimneys: Forge chimneys (cast iron), in crates.....	3	.....
634	Iron and steel, and articles manufactured of same. Page 37, item 59— Drums, casks or tubes, iron, empty	3	6	Iron and steel, and articles manufactured of same. Page 37, item 59— Cylinders and tubes, iron or steel, empty.....	3	5
635	Page 43, item 45— Lime, phosphate of, in barrels....	4	.....	Page 43, item 45— Lime (calcium): Acid phosphate of: In glass or earthenware, packed in barrels or boxes..... In bulk in barrels (C. L., min. weight 30,000 lbs.)..... Phosphate of, other than acid phosphate of lime: In cans or cartons in barrels or boxes..... In bulk in barrels or boxes (C. L., min. weight 30,000 lbs.)....	1 4 1 4	..... 5 5
636	Live stock, L. C. L. (limited liability under contract). Page 44, item 19— Bulls, 2,000 lbs. each (be sure and take release).....	1	.....	Live stock, L. C. L. (limited liability under contract). Page 44, item 19— Bulls 3,000 lbs. each (be sure and take release); man in charge to accompany same and to be carried free.....	1	.....
637	Live stock, L. C. L. (limited liability under contract). Page 44, item 26— Stallions or jacks, 2,000 lbs. each (be sure and take release).....	1	.....	Live stock, L. C. L. (limited liability under contract). Page 44, item 26— Stallions or jacks, 3,000 lbs. each (be sure and take release); man in charge to accompany same and to be carried free.....	1	.....

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
638	Oils. Supp. 19, index 971—			Oils. Page 51, item 12—		
	‡Petroleum and petroleum products, including compounded petroleum oils and greases (exclusive of sewing machine and cycle oils), as follows:			‡Petroleum and petroleum products, including compounded petroleum oils and greases (exclusive of sewing machine and cycle oils), as follows:		
	Belt oil; Miners' oil stock;			Belt oil; Miners' oil stock;		
	Benzine; Naphtha;			Benzine; Naphtha;		
	Carbon oil; Neatsfoot oil;			Carbon oil; Neatsfoot oil;		
	Coal oil; Paraffine wax; at			Coal oil; Paraffine wax, at		
	Cordage oil; actual weight;			Cordage oil; actual weight;		
	Crude oil; Paraffine oil;			Crude oil; Paraffine oil;		
	Distillates; Petrolatum or			Distillates; Petrolatum or		
	Felt oil; Petroleum jelly.			Felt oil; Petroleum jelly.		
	Floor oil; at actual wght.;			Floor oil; at actual weight;		
	Fuel oil; Petrolatum oil;			Fuel oil; Petrolatum oil;		
	Gas oil; Putty oil;			Gas oil; Putty oil;		
	Gasoline; Refined oil (illu-			Gasoline; Refined oil (illu-		
	Grease (except minating or			Grease (except minating or		
	axle grease) at burning);			axle grease) at burning);		
	actual weight; Residuum;			actual weight; Residuum;		
	Harness oil; Soap oil;			Harness oil; Soap oil;		
	Hoof oil; Tanners' oil;			Hoof oil; Tanners' oil;		
	Household lu- Tobacco oil;			Household lu- Tobacco oil;		
	bricant oil; Transformer			bricant oil; Transformer		
	Kerosene oil; oil;			Kerosene oil; oil;		
	Leather oil; Twine oil;			Leather oil; Twine oil;		
	Lubricating oil; Wool oil;			Lubricating oil; Wool oil;		
	Miners' oil;			Miners' oil,		
	at actual wght.			at actual wght.		
	In iron barrels or iron drums, act-	3		In iron barrels or iron drums, act-	3	
	ual weight.....			ual weight.....		
	In wood, at the following estimated			In wood, at the following estimated		
	weights (except as specified			weights (except as specified		
	above):			above):		
	Barrels (tight), containing not			Barrels (tight), containing not		
	over 52 gallons, 410 lbs. each (for			over 52 gallons, 410 lbs. each (for		
	each gallon in excess of 52 gal-			each gallon in excess of 52 gal-		
	lons, add seven and one-half			lons, add seven and one-half		
	(7½) lbs. to the estimated weight			of 410 lbs.).....		
	of 410 lbs.).....	3			3	
	In half-barrels (tight), containing			In half-barrels (tight), containing		
	not over 30 gallons, 240 lbs. each..			not over 30 gallons, 240 lbs. each		
	†Standard boxes, 80 lbs.....	3		†Standard boxes, 80 lbs.....	3	
	Boxes, N. O. S., actual weight....	3		Boxes, N. O. S., actual weight....	3	
	†Half boxes, 40 lbs.....	3		†Half boxes, 40 lbs.....	3	
	In galvanized iron tanks, crated ..	2		In galvanized iron tanks, crated ..	2	
	In jacketed cans with conical tops,			In jacketed cans with conical tops,		
	except benzine, gasoline and naph-			except benzine, gasoline and naph-		
	tha.....	2		tha.....	2	
	In flat top cans, jacketed all sides,			In flat top cans, jacketed all sides,		
	top and bottom, actual weight....	3		top and bottom, actual weight....	3	
	In wagon tanks, loaded in box car,			In wagon tanks, loaded in box car		
	actual weight.....	2		actual weight.....	2	
	Benzine, gasoline and naphtha, in			Benzine, gasoline and naphtha, in		
	jacketed cans with conical tops..	1½		jacketed cans with conical tops..	1½	

5 Min. wt., 26,000 lbs.

5 Min. wt., 26,000 lbs.

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
639	Supp. 19, index 971— Oils: Petroleum road oil (not crude petroleum): In barrels (C. L. min. wt. 30,000 lbs.)..... In tank cars, at estimated wt. 7.5 lbs. per gallon (see Rule 1B)	4	9	Page 51, item 15A Oils: Petroleum road oil (not crude petroleum): In barrels (C. L. min. wt. 30,000 lbs.)..... In tank cars, at estimated weight 8 pound per gallon (subject to Rule 1B)..... In tank cars not unloaded and returned in original tank to original shipping point, one-half third class rate, applicable in direction of movement of the returned shipment, based on the gallons in the car, at estimated weight provided for in the classification, the total charge not to exceed one-half the charge based on carload rate and minimum weight.	4	9
640	Supp. 19, index 971— Oils: Petroleum tailings: In barrels (C. L. min. weight 30,000 lbs.)..... In tank cars, at estimated weight 7.5 lbs. per gallon (see Rule 1B).	4	9	Page 51, item 15B— Oils: Petroleum tailings: In barrels (C. L. min weight 30,000 lbs.)..... In tank cars, at estimated weight 8 lbs. per gallon (subject to Rule 1B)..... In tank cars not unloaded and returned in original tank to original shipping point, one-half third class rate, applicable in direction of movement of the returned shipment, based on the gallons in the car, at estimated weight provided for in the classification, the total charge not to exceed one-half the charge based on carload rate and minimum weight.	4	9

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
641	No specific rating.			Page 51, item 55D— Outfits: Bridge builders' erection outfit: Consisting of frame, boom, rigging, engine, tanks, tools and coal (see Note 1): Minimum weight as described in Note 1, Section B, 70,000 lbs. Minimum weight as described in Note 1, Section C, 50,000 lbs. NOTE 1— (A) Car for conveying same, including propelling device, cab, tool boxes and counter weights, must be furnished by consignor, and will be transported free of charge, but no mileage allowed. (B) When car for conveying same, as described above, exclusive of wooden cab and wooden tool boxes, is wholly of steel construction, the minimum weight will be 70,000 lbs. (C) When car for conveying same as described above, is other than wholly of steel construction, the minimum weight will be 50,000 lbs.		6 6
642	No specific rating.			Page 51, item 55E— Outfits: Bridge builders' outfit, N. O. S., including not to exceed ten (10) head of horses or mules (see note)..... NOTE—When car contains horses or mules, one man in charge will be carried free, and in such cases agents will use the live stock contract. No free return passage will be given.		6
643	Page 54, item 38— Pipe, stove, sheet iron, cut in shape for stove pipe and elbows, packed flat or nested, boxed or crated.....	4	5	Page 54, item 38— Pipe: Stove pipe sheet iron, cut in shape for stove pipe and elbows, side seams not closed, packed flat or nested solid in boxes, crates or burlapped rolls.....	4	5
644	Page 56, item 61— Quicksilver flasks		8	Page 56, item 61— Quicksilver flasks (iron or steel): In packages or loose.....	4	8

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
645	<p>Supp. 19, index 977—</p> <p>†Roofing: ‡Prepared (paper, burlap or felt, treated with tar, pitch, asphalt or other similar filler or binder, coated or not coated with gravel, slag, sand, mica or other similar coatings): In sheets, in crates or in rolls (C. L., min. wt. 30,000 lbs.)</p> <p>†NOTE—Provisions for roofing will not apply on paints used in connection with the same.</p> <p>‡NOTE—Rolls of prepared roofing, containing wood strips, liquid cement, tin roofing caps and nails sufficient to lay the rolls, may be carried at roofing rates.</p>	4	9	<p>Page 57, item 38A—</p> <p>†Roofing: ‡Prepared (paper, burlap or felt, treated with tar, pitch, asphalt or other similar filler or binder, coated or not coated with gravel, slag, sand, mica or other similar coatings): In sheets, crated or in rolls (C. L., min. wt. 30,000 lbs.)</p> <p>†NOTE—Provisions for roofing will not apply on paints used in connection with the same.</p> <p>‡NOTE—Rolls of prepared roofing, containing wood strips, liquid cement, tin roofing caps and nails sufficient to lay the rolls, may be carried at prepared roofing rates.</p>	4	9
646	No specific rating.			<p>Page 60, item 35A—</p> <p>Silos, wooden (vats for storage of fodder), (C. L., min. weight 24,000 lbs.): S. U..... K. D.....</p>	D1 3	6 9
647	<p>Page 61, items 79 and 80—</p> <p>Stanchions, cattle: S. U..... K. D. in bundles.....</p>	2 3	7 7	<p>Page 61, item 74A—</p> <p>Stalls and stanchions (live stock) separate or combined: S. U..... K. D.....</p>	2 3	6 6
648	<p>Freight vehicles. Supp 16, index 357—</p> <p>*Wagons, one horse (including combination one and two-horse wagons, fitted for shafts or poles and weighing less than 1,500 lbs.), beer, electric railway repair, express, peddlers' platform, spring drays, sewing machine, undertakers', and oil delivery, with square galvanized iron tanks, boxed or crated (except shafts or poles), actual wt.....</p> <p>*NOTE—When in crates 54 inches and under in height.....</p>	1½ 1	..... .....	<p>Freight vehicles. Page 69, item 2—</p> <p>Wagons one-horse (including combination one and two-horse wagons, fitted for shafts or poles and weighing less than 1,500 lbs.), beer, electric railway repair, express, peddlers' platform, spring drays, sewing machine, undertakers' and oil delivery (with square galvanized iron tanks), boxed or crated (except shafts or poles), actual weight: When in crates over 54 inches in height (see note)..... When in crates 54 inches and under in height (see note)</p> <p>NOTE—The height of package containing the body of the vehicle shall be the height of the package with the body of the vehicle in its natural upright position. The height of packages containing other parts of the vehicle shall be the height of the packages in their flat position. Each package in the shipment will be rated according to its measurements.</p>	1½ 1	..........

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
649	<p>Passenger vehicles. Supp. 16, index 359— Buggies, including buckboards, sufficiently K. D. to be loaded in box car, boxed or crated, crates over 54 inches in height (except shafts or poles)..... When in crates 54 inches and under in height.....</p>	1½ 1	..... .....	<p>Passenger vehicles. Page 69, item 13— Buggies, including buckboards, sufficiently K. D. to be loaded in box car, boxed or crated (except shafts or poles): When in crates over 54 inches in height (see note)..... When in crates 54 inches and under in height (see note)..... NOTE—The height of package containing the body of the vehicle shall be the height of the package with the body of the vehicle in its natural upright position. The height of packages containing other parts of the vehicle shall be the height of the packages in their flat position. Each package in the shipment will be rated according to its measurements.</p>	1½ 1	..........
650	<p>Passenger vehicles. Supp. 16, index 360— *Carriage, N. O. S., and wagonettes, boxed or crated (except shafts or poles), sufficiently K. D. to be loaded in box car..... *NOTE—When in crates 54 inches and under in height.....</p>	1½ 1	..... .....	<p>Passenger vehicles. Page 69, item 18— Carriages, N. O. S., and wagonettes, sufficiently K. D. to be loaded in box car, boxed or crated (except shafts or poles): When in crates over 54 inches in height (see note)..... When in crates 54 inches and under in height (see note)..... NOTE—The height of package containing the body of the vehicle shall be the height of the package with the body of the vehicle in its natural upright position. The height of packages containing other parts of the vehicle shall be the height of the packages in their flat position. Each package in the shipment will be rated according to its measurements.</p>	1½ 1	..........

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
651	<p>Passenger vehicles. Supp. 16, index 361—</p> <p>*Carts, road, boxed or crated (except shafts or poles), sufficiently K. D. to be loaded in box car....</p> <p>*NOTE—When in crates 54 inches and under in height.....</p>	1½	1	<p>Passenger vehicles. Page 69, item 20—</p> <p>Carts, road, sufficiently K. D. to be loaded in box car, boxed or crated (except shafts or poles):</p> <p>When in crates over 54 inches in height (see note).....</p> <p>When in crates 54 inches and under in height (see note).....</p> <p>NOTE—The height of package containing the body of the vehicle shall be the height of the package with the body of the vehicle in its natural upright position. The height of packages containing other parts of the vehicle shall be the height of the packages in their flat position. Each package in the shipment will be rated according to its measurements.</p>	1½	1
652	<p>Passenger vehicles. Supp. 16, index 363—</p> <p>*§Wagons, spring, passenger, including democrat spring wagons, boxed or crated (except shafts or poles), sufficiently K. D. to be loaded in box car, actual weight</p> <p>*NOTE—When in crates 54 inches and under in height.....</p> <p>§NOTE—Ratings will not apply on spring wagons with fixed or standing tops.</p>	1½	1	<p>Passenger vehicles. Page 70, item 7—</p> <p>§Wagons, spring, passenger, including democrat spring wagons, sufficiently K. D. to be loaded in box car, boxed or crated (except shafts or poles), actual weight:</p> <p>When in crates over 54 inches in height (see note).....</p> <p>When in crates 54 inches and under in height (see note)</p> <p>NOTE—The height of package containing the body of the vehicle shall be the height of the package with the body of the vehicle in its natural upright position. The height of packages containing other parts of the vehicle shall be the height of the packages in their flat position. Each package in the shipment will be rated according to its measurements.</p> <p>§NOTE—Ratings will not apply on spring wagons with fixed or standing tops.</p>	1½	1
653	<p>Page 76, items 23 and 24—</p> <p>Wool:</p> <p>In sacks or bales</p> <p>In sacks or bales, min. weight 20,000 lbs. (Rule 7 not to apply).....</p>	2	6	<p>Page 76, item 23—</p> <p>Wool:</p> <p>Not scoured, washed, combed or brushed:</p> <p>In sacks or bales (C. L. min. wt. 20,000 lbs.) (subject to Rule 30) (Rule 7 not to apply)</p> <p>Scoured, washed, combed or brushed:</p> <p>In sacks or bales (C. L., min. weight 10,000 lbs.) (subject to Rule 30) (Rule 7 not to apply).....</p>	2	4
					1	2

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
	RULE 11.			RULE 11.		
654	<p>Page VII—</p> <p>When a number of different articles of the same class are shipped at one time by one shipper to one consignee and destination, in car loads, they shall be taken at the rate of 100 lbs. for such class in car loads, and at the highest minimum car load weight provided for either of the articles, actual weight to be charged for if greater than the minimum weight. If the articles (provided with L. C. L. and C. L. ratings) are of more than one class, the car load rate and minimum carload weight for the article in the highest class shall be charged on all the articles that make up the carload, actual weight to be charged for when in excess of the specified minimum weight, excepting as provided in Rule 9 (A), and also excepting where the actual weight of the articles in any one class equals or exceeds the minimum carload weight provided therefor, such articles may be charged for at the minimum carload weight (actual weight if in excess of the minimum weight) and the car load rate provided for same, and the other articles will be charged for at the L. C. L. class rates to which they belong.</p>			<p>Page VII—</p> <p>When a number of different articles (provided with L. C. L. and C. L. ratings) taking the same class or rate in car loads are shipped at one time by one consignor to one consignee and destination, in carloads, they will be charged at the C. L. rate applicable to said articles and at the highest minimum car load weight provided for any of the articles (actual or estimated weight to be charged for if in excess of the minimum weight), except that if the aggregate charge upon the entire shipment is less on the basis of carload rate and minimum carload weight (actual or estimated weight if in excess of minimum weight) for one or more of the articles, and on basis of actual or estimated weight and L. C. L. rate or rates for the other article or articles, the shipment will be charged and way billed accordingly.</p> <p>If the articles (provided with L. C. L. and C. L. ratings) are differently classified or rated in carloads, the carload rate for the article or articles taking the highest minimum carload weight for any such articles taking the highest class or rate shall be charged on all the articles that make up the car load (actual or estimated weight to be charged for when in excess of the minimum weight), excepting as provided in Rule 9A, and also excepting that if the aggregate charge upon the entire shipment is less on basis of C. L. rate and minimum carload weight (actual or estimated weight if in excess of minimum weight) for one or more of the articles, and on basis of actual or estimated weight at L. C. L. rate or rates for the other article or articles, the shipment will be charged and way-billed accordingly.</p>		

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
	RULE 15.			RULE 15.		
655	<p>Page VIII— Fertilizers, tankage or other property likely to impregnate or injure cars may not be taken in bulk except by special agreement and in cars to be specially provided for that purpose.</p>			<p>Page VIII— The ratings in this classification do not obligate the carriers to receive freight liable to impregnate or otherwise damage equipment or other freight. Such freight may be accepted and receipted for "Subject to delay for suitable equipment," or may, for lack of suitable equipment, be refused.</p>		
	RULE 21.			RULE 21.		
656	<p>Supp. 16, index 426— An allowance, not to exceed 500 lbs. will be made for racks, standards, strips, supports and blocks, furnished by shippers, on flat or gondola cars loaded with freight requiring their use. Provided, that in no case shall less than the specified minimum weight be charged on the property. Companies will not be responsible for removal of or damage to temporary racks or blocks and it will be optional with them to remove or return them to shippers, if not taken by consignee.</p>			<p>Page VIII— Allowance for dunnage to protect freight in carload shipments requiring its use: (A) An allowance of actual weight used, but not more than 500 lbs. will be made for dunnage used by shippers to protect freight in carloads shipped in box, stock, ventilated or refrigerator cars, provided, that in no case shall less than the minimum carload weight applicable to the commodity shipped be charged for. Shippers shall indicate on their shipping instructions the actual weight of dunnage used, and any weight in excess of 500 lbs. shall be charged for at the rate applicable to the shipment, to protect which the dunnage is used. (B) An allowance of actual weight used, but not more than 500 lbs. will be made for blocking, bolsters, racks, standards, stakes, strips, bearing pieces or supports furnished by shippers to retain the load on car or to reinforce equipment containing freight in carload shipments loaded on flat, gondola or other open cars, provided that in no case shall less than the minimum carload weight applicable to the commodity shipped be charged for. Shippers shall indicate on their shipping instructions the actual weight of dunnage used, and any weight in excess of 500 lbs. shall be charged for at the rate applicable to the shipment. Railroad companies will not be responsible for removal or damage to such dunnage (blocks, racks, supports, etc.) and it will be optional with them to remove or return the same to shippers if not removed by the consignee.</p>		

Classification—Continued.

Index No.	Now reads:	L.C.L.	C.L.	Changed to read:	L.C.L.	C.L.
	RULE 32.			RULE 32.		
657	<p>Supp. 19, index 1008—</p> <p>Where the classification makes a rating a percentage of a class, the following rule for disposition of fractions will govern in connection with the computing or the rates on such percentage basis:</p> <p>5-100 and under will not be counted</p> <p>Over 5-100 to 15-100, inclusive, will be counted 1-10.</p> <p>Over 15-100 to 25-100, inclusive, will be counted 2-10.</p> <p>Over 25-100 to 35-100, inclusive, will be counted 3-10.</p> <p>Over 35-100 to 45-100, inclusive, will be counted 4-10.</p> <p>45-100 to but not including 55-100 will be counted 5-10.</p> <p>55-100 to but not including 65-100 will be counted 6-10.</p> <p>65-100 to but not including 75-100 will be counted 7-10.</p> <p>75-100 to but not including 85-100 will be counted 8-10.</p> <p>85-100 to but not including 95-100 will be counted 9-10.</p> <p>95-100 and over will be counted 1 cent.</p>			<p>Page VIII—</p> <p>Where the classification makes a rating a percentage of a class, the following rule for disposition of fractions will govern in connection with the computing of the rates on such percentage basis:</p> <p>5-100 and under will not be counted</p> <p>Over 5-100 to 15-100, inclusive, will be counted 1-10.</p> <p>Over 15-100 to 25-100, inclusive, will be counted 2-10.</p> <p>Over 25-100 to 35-100, inclusive, will be counted 3-10.</p> <p>Over 35-100 to 45-100, inclusive, will be counted 4-10.</p> <p>Over 45-100 to but not including 55-100 will be counted 5-10.</p> <p>55-100 to but not including 65-100 will be counted 6-10.</p> <p>65-100 to but not including 75-100 will be counted 7-10.</p> <p>75-100 to but not including 85-100 will be counted 8-10.</p> <p>85-100 to but not including 95-100 will be counted 9-10.</p> <p>95-100 and over will be counted 1 cent.</p>		

Classification—Continued.

REISSUED ITEMS FROM SUPPLEMENTS NOS. 16 AND 19 TO ILLINOIS COMMISSIONERS' CLASSIFICATION NO. 10.

☛ Index Nos. in this supplement are shown without regard to Index Nos. carried in margin of previous supplements; reference being made in connection with each reissued item showing number of previous supplement, effective date, etc., in which same was changed.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
					A		
1	19	2-22-12	1	A	Acetate: Amyl acetate, ethyl acetate or methyl acetate: In glass or earthenware, packed in barrels or boxes.. In metal cans in barrels or boxes (C. L. min. wt. 30,000 lbs.)..... In bulk in barrels or drums (C. L. min. wt. 30,000 lbs.).....	1 2 3	..... 5 5
2	19	2-22-12	1	B	Acetone: In glass or earthenware, packed in barrels or boxes.. In metal cans in barrels or boxes..... In iron or steel barrels or drums (C. L. min. wt. 30,000 lbs.).....	1 2 3	..... ..... 5
3	16	4-1-11	1	1A	Acid, boracic: In bags, boxes, bbls., or casks.....	3	5
4	19	2-22-12	1	13A	Acids: Pyroligneous, in barrels (C. L., min. weight 30,000 lbs.).....	3	5
5	10	11-1-08	1	16A	Advertising matter, consisting of almanacs, circulars and pamphlets for advertising purposes only, value not exceeding five cents per pound and so receipted for, prepaid or guaranteed: In bundles or boxes.....	2	3
6	19	2-22-12	1	17A	Aeroplanes or flying machines: S. U. or partly taken apart, in crates or boxes, min. wt. 5,000 lbs..... Completely taken apart, in boxes.....	D1 D1	..........
7	14	2-14-10	1	21	Agricultural implements, not including hand implements, O. R. B., and C., or released. Agricultural implements, also parts of agricultural implements and wind mills, returned to consignor at original point of shipment or branch house (owned or controlled by consignor) at O. R. B., and C., or released, will be charged half tariff rates when returned by same railroad or railroads as originally forwarded by; when returned by railroad or railroads other than originally forwarded by, full tariff rates will be charged.		
8	5	7-1-07	1	21A	Agricultural implements (except hand), gasoline engines, wind mills and wind mill attachments, wind mill and wood pumps, pump cylinder pipe and pipe connections for farm, steel and wood tanks (when in mixed car loads only, with articles, specified in this item), angle iron and timber prepared for wind mill towers and iron supports for water tanks, in mixed carloads.....		Agricultural implements, C. L. rates and min. wts.
9	9	7-1-08	1	28A	Clod crushers, K. D. (C. L., min. wt. 20,000 lbs.).....	3	

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
10	16	4-1-11	1	29	(Agricultural implements, not including hand implements— <i>Continued.</i>) Clover hullers, combined corn huskers and ensilage cutters, corn crushers, corn huskers, power corn shellers, separators or threshers: One, set up (with or without power), requiring open car, min. wt. 5,000 lbs. One (with steam power), C. L. rate. Two (with or without horse power) C. L. rate. One or more (except corn huskers), K. D., small parts in packages, loaded in box car, actual weight.	1	6 Min. wt., 20,000 lbs.
11	10	11-1-08	1	30	Corn huskers, corn picker and husker combined, combined corn huskers, ensilage and feed cutters and corn shellers, sufficiently K. D. to be loaded in box car, but carried mounted on wheels for convenience of carriers (C. L. min. wt. 20,000 lbs.).....	1	
12	16	4-1-11	2	3A	Combined corn picker and husker: Elevator detached, otherwise set up.....	3	6 Min. wt., 20,000 lbs.
13	4	3-1-07	2	3B	K. D., in packages.....	1	
14	15	6-15-10	2	12A	Conveyors, grain or portable, wagon dumps and elevator, complete, including horse power and jack for dumping wagons, K. D., in sections, C. L., min. wt. 20,000 lbs.....	3	6
15	10	11-1-08	2	35	Cutters, ensilage and feed, power or combined hand and power, K. D. (C. L., min. wt. 20,000 lbs.).....	2	6
16	12	7-1-09	2	43A	Hay tedders, K. D., flat, tied in bdl., C. L. min. wt. 20,000 lbs.....	3	6
17	7	1-15-08	2	50	Litter carriers: Set up..... K. D., flat in bundles..... Min. weight 20,000 lbs.....	1 3	6
18	12	7-1-09	3	14	Mower knife grinders and disc sharpeners, K. D., in boxes or crates, (C. L., min. wt. 20,000 lbs.).....	3	6
19	12	7-1-09	3	14A	Potato planters (wheeled), taken apart, wheels on or off, small parts tied in bundles (C. L., min. wt. 20,000 lbs.).....	3	6
20	17	6-15-11	3	16A	Potato sprayers (wheeled), K. D., wheels off, other detachable parts removed and in packages (C. L., min. wt. 20,000 lbs.).....	2	6
21	18	10-15-11	3	35	Racks: Hay or thresher: K. D. in bundles (C. L., min. wt. 20,000 lbs.)..... Agricultural implements, parts of, O. R. B. C., and rust or red. Band cutters and self-feeders (for threshing machines): S. U..... K. D., in packages..... Min weight 20,000 lbs.....	2 2 1 3	6

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
22	17	6-15-11	3	3S	(Agricultural implements, parts of, etc.— <i>Contd.</i>) Bundle carriers: N. O. S., in bundles..... Wing, iron or steel, nested, detachable parts removed and bundled or boxed..... Carloads, min. wt. 20,000 lbs.....	3 3	..... ..... 6
23	19	2-22-12	3	3SA	Blades: Potato digger blades (iron or steel): In boxes, crates or casks..... N. O. S..... Min. wt., 20,000 lbs.....	4 3	..... ..... 5
24	15	6-15-10	3	43A	Harrow attachment (rotary), for sulky and gang plows, K. D., (C. L., min. wt. 20,000 lbs.).....	3	6
25	10	11-1-08	3	50	Knives, mower or reaper, in boxes, min. C. L. wt. 20,000 lbs.....	3	6
26	5	7-1-07	3	50A	Knife guards, mower, in boxes, bbls. or kegs (C. L., min. wt. 20,000 lbs.).....	4	6
27	14	2-14-10	3	50B	Knife sections, mower or reaper, in boxes, min. C. L. wt. 20,000 lbs.....	3	6
28	15	6-15-10	4	6A	Planter fronts and planter frames.....	3	.....
29	14	2-14-10	4	{ 5 6	Doubletrees, equalizers, eveners, neckyokes, single-trees and whiffletrees (carload min. wt. 20,000 lbs.): Finished..... In the white (not further finished than dipped, primed or shellaced), ironed.....	2 3	6 6
30	19	2-22-12	4	27A	Agricultural implements, parts of: Teeth (spikes), for clover hullers or threshers: In barrels or boxes (C. L., min. wt. 20,000 lbs.)....	4	6
31	10 5	11-1-08 7-1-07	4	27B	Trucks, agricultural implement, including harrow binder, and other trucks: Set up, min. C. L. wt. 20,000 lbs..... K. D., min., C. L. wt. 20,000 lbs..... NOTE—Farm trucks and farm wagons may be shipped with mixed car loads of agricultural implements. Agricultural implements, hand implements, O. R. B., C., and rust or released.	D1 3	6 6
32	10	11-1-08	4	49	Scythes, in bundles, completely wrapped in excelsior and couble burlapped or boxed.....	2	3
33	12	7-1-09	5	4A	Fanning mills, with fan boxes detached and packed inside main frame.....	1	.....
34	12	7-1-09	5	4B	Fanning mills, with fan boxes packed beneath sieve box and within main frame.....	1	.....

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
35	10	11-1-08	5	17	Alumina, sulphate of: In boxes, kegs or bags.....	3	6
36	4	3-1-07	5	40	In barrels or casks.....	4	6
37	13	11-15-09	5	54	Andirons, N. O. S., in packages.....	1	9
38	18	10-15-11	5	56	Apples cider, in bulk, O. R., P. P., or guaranteed (see Rule 29): In bags.....	3	Special tariff.
					In barrels with cloth tops.....	3	
					In baskets with solid or slatted wooden tops.....	3	
					In crates.....	3	
					In boxes.....	4	
					In barrels.....	4	
39	10	11-1-08	5	62	Apple waste, green or dried, in sacks, boxes or barrels.....	5	
40	15	6-15-10	6	10A	Asbestos lumber and shingles: In bundles, crates boxes or barrels, (C. L., min. wt. 30,000 lbs.).....	4	
					B.....	3	4
41	14	2-14-10	6	34	Bags or bagging (second-hand), burlap, cotton or gunny: In bundles, bales or bags.....	4	6
42	19	2-22-12	6	44A	Balls for buckets and pails: Copper wire: In barrels, boxes, bundles or crates.....	2	Special tariff.
					Iron or steel wire (plain, coppered, tinned or galvanized): In barrels or boxes.....	3	
43	15	6-15-10	6	52	Bananas, prepaid, or guaranteed, in boxes, crates or casks (see note).....	1	
44	16	4-1-11	6	59	NOTE—When not so packed, not taken. Bark: N. O. S.: Loose, in bags, boxes or barrels.....	1	
					Pressed, in bales.....	2	
					Invoice value not exceeding 10 cents per pound, and so receipted for: Ground or powdered: In bags.....	2	
					In boxes, bbls. or casks.....	3	
					Machine compressed: In boxes (C. L., min. wt. 30,000 lbs.).....	3	
					Value exceeding 10 cents per pound, or value not stated: Ground or powdered or machine compressed: In packages.....	1	
45	10	11-1-08	7	5	Barrels—empty. Beef, liquor, pork, vinegar, cider, molasses, syrup and other tight barrels, new (empty): Barrels, 75 lbs. each.....	2	Special tariff.
					Half barrels, 50 lbs. each.....	2	

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
					(Barrels—empty— <i>Contd.</i>)		
46	13	11-15-09	7	17	Kegs, (tight), wooden: Cider, jelly, kraut, liquor, oil, pickle, syrup or vinegar.....	2	5
47	18	10-15-11	7	18	Kegs, nail or washer, empty, C. L., min. wt. 12,000 lbs. (Rule 7 not to apply).....	4	†6
					†NOTE—Aggregate charge not to exceed that which would accrue by charging 9th class rate, based on minimum weight of 20,000 lbs.		
48	19	2-22-12	7	22A	Barrels: §Oil barrels: Empty, wooden, new: Barrels, 68 lbs. each..... Half-bbls. 44 lbs. each..... C. L., min. wt. 12,000 lbs. (Rule 7 not to apply).. Empty, wooden, old: Barrels, 70 lbs. each..... Half-bbls. 44 lbs. each..... C. L., min. wt. 12,000 lbs. (Rule 7 not to apply).. §NOTE—Estimated weight on empty oil barrels will apply on L. C. L. and C. L. shipments. *NOTE—Aggregate charges not to exceed that which would accrue by charging 9th class rate, based on minimum weight of 20,000 lbs.	2 2 4 4 .....	..... ..... *6 *6
49	18	10-15-11	7	33	Barrels or kegs (tight cooperage), N. O. S., empty, old (actual instead of estimated weights per package), C. L. min. wt. 20,000 lbs.....	4	9
50	18	10-15-11	7	35	Barrels, casks and tierces, N. O. S., empty, all kinds, new or old, min. wt. 12,000 lbs. (Rule 7 not to apply).....		†6
					†NOTE—Aggregate charges not to exceed that which would accrue by charging 9th class rate, based on minimum weight of 20,000 lbs.		
51	13	11-15-09	7	50A	Baskets: Bread, shipping..... Canvass, laundry shipping..... Laundry shipping, with tight wooden covers.....	1½ 1½ 1½	...............
52	7	1-15-08	8	10A	Battery fluid, in carboys.....	1	4
53	15	6-15-10	8	16A	Beams, hollow, made of reinforced concrete.....	4	6
54	18	10-15-11	8	18A	Beans, N. O. S. (dried): In packages, packed in boxes or barrels..... In bulk in sacks or barrels.....	4 5	5 6
55	1	7-1-06	8	50	Berries, all kinds, except cranberries, green, P. P. or gtd., min. C. L. wt. 20,000 lbs.....	1	4
56	16	4-1-11	8	60	Billiard or pool tables (exclusive of slates or slabs): Not boxed, not taken: Boxed.....	1	3
57	16	4-1-11	8	60A	Billiard table slates and slabs: Not crated or boxed, L. C. L. not taken: Crated or boxed..... Minimum wt. 24,000 lbs.....	2	4 4

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
58	10	11-1-08	9	32A	Blocks, asphalt.....	4	9
59	17	6-15-11	9	35A	Blocks: Cupola: Loose.....	3	
					In boxes or barrels.....	4	10
60	10	11-1-08	9	36	Blocks, paving, concrete.....	4	7
61	17	6-15-11	9	37	Blocks, wooden, paving: L. C. L.....	4	
					C. L., min. wt. 24,000 lbs., lumber distance tariff rates.....		
62	3	7-1-06	9	48	Bluing, liquid: In glass, packed.....	3	4
					In barrels.....	4	5
63	18	10-15-11	9	60A	Boards, typewriter, in crates or boxes.....	2	4
64	16	4-1-11	9	61A	Board, composition, wall board, made of straw and chip board, insulated with asphalt waterproofing and water proofed on outside with crude wax scale (C. L., min. wt. 30,000 lbs.): In crates.....	4	6
65	5	7-1-07	10	6A	Boiler covering magnesia.....	3	5
66	17	6-15-11	10	11	Boilers, N. O. S. (iron or steel), (see note): Twelve feet and under in length.....	3	6
					Over twelve feet and under thirty feet in length.....	1	6
					Thirty feet or over in length.....	1½	6
					NOTE—Boilers weighing three tons or over, to be loaded and unloaded at risk and expense of shipper and consignee.		
67	12	7-1-09	10	22	Bone meal, in sacks, boxes or bbls.....	4	7
68	3	7-1-06	10	23	Books, blank, in boxes.....	4	5
69	17	6-15-11	10	28	Booths, election, iron, steel or wooden, K. D., flat or folded flat.....	4	7
70	7	1-15-08	10	33	Borax, in boxes, kegs, bags or bbls.....	3	5
71	7	1-15-08	10	39	Bottle caps, paper or wood pulp, in boxes or barrels..	3	6
72	7	1-15-08	10	47A	Boughs, evergreen: In bundles or bales.....	3	10
					Loose.....		10
73	19	2-22-12	10	67A	Boxes: Grit boxes, poultry feeding, galvanized iron or steel, C.L., min. wt. 20,000 lbs. (subject to Rule 30): S. U., not nested.....	1½	4
					S. U., nested.....	1	4
					K. D. flat in boxes or crates.....	2	4
74	15	6-15-10	11	4A	Boxes, paper: Not exceeding 1 inch in depth, or not exceeding 15 united inches (length, width and height added), boxed.....	1	

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
75	16	4-1-11	11	4B	Boxes, paper: N. O. S.: S. U., not nested: Crated or boxed..... K. D., flat: In bundles or boxes (C. L., min. wt. 30,000 lbs.).... S. U., made of strawboard, pulp, chip or fibre-board, nested, tied in bundles, (C. L., min. wt. 12,000 lbs.).....	D1 3	..... 5 3
76	16	4-1-11	11	4C	Boxes, paper: Packing, made of three (3) ply, or more fibre-board, pulpboard or double faced corrugated straw board, or of single ply or more, fibreboard, pulpboard or double faced corrugated strawboard when combined with wood, K. D., flat: Packed or in bundles..... Minimum wt. 24,000 lbs.....	4 1	..... 6
77	15	6-15-10	11	8A	Boxes, pyrographed, boxed.....	1	.....
78	3	7-1-06	11	17	Boxes, wooden, turned by lathe (C. L. min. wt. 20,000 lbs.).....	2	5
79	7	1-15-08	11	20	Braces, bit, in boxes.....	3	.....
80	16	4-1-11	11	21	Bran, N. O. S.: In barrels or sacks..... In sacks, 2,000 lbs., or over, 30 per cent higher than wheat, carload, distance tariff rate. Carloads, grain, distance tariff, rates. In bulk, 15,000 lbs., or over..... In bulk, less than 15,000 lbs., not taken.	5 5	..........
81	8	3-15-08	11	23A	Brandied cherries, brandied peaches, brandied pine-apples: In glass or stone, boxed.....	2	.....
82	14	2-14-10	11	33	Bread, Boston Brown, in tin cans, glass or stoneware, boxed.....	3	5
83	17	6-15-11	11	45	Brick, common or fire, in barrels or in boxes.....	4	10
84	1	7-1-06	11	72	Broom corn, pressed, in bales (C. L., min. wt. 12,000 lbs.).....	4	4
85	17	6-15-11	12	16	Bulbs, garden, in packages, prepaid or charges guaranteed (see Rule 29).....	2	5
86	15	6-15-10	12	23A	Burlaps: Dyed, surface coated, filled, printed or decorated (for wall covering): In rolls, bales or boxes.....	2	.....
87	17	6-15-11	12	27A	Butter: Peanut: In glass or earthenware, packed in boxes or barrels. In pails, loose..... In pails, packed in crates or boxes..... In metal cans, packed in crates, boxes or barrels.... In bulk in barrels.....	2 2 3 3 3	....................
88	10	11-1-08	12	32A	Buttermilk, in barrels.....	4	.....

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
					C		
89	16	4-1-11	13	16A	Cake:		
					Cotton seed cake.....	5	.....
90	15	6-15-10	13	19	Carloads, wheat, distance tariff rates.		
91	17	6-15-11	13	27	Calendars, boxed, prepaid or guaranteed.....	1	.....
					Candles:		
					N. O. S., in packages.....	4	5
					Tumbler or cup:		
					In boxes, barrels, or casks:		
					Invoice value of the tumblers or cups not exceeding 25 cents per dozen and so receipted for (C. L., min. wt. 36,000 lbs.).....	3	5
					Invoice value of the tumblers or cups exceeding 25 cents per dozen or value not stated (C. L., min. wt. 24,000 lbs.).....	2	4
92	13	11-15-09	13	35	Canned goods:		
					Fruit and vegetables, N. O. S., including baked beans and pork and sauer kraut:		
					In tin cans, glass or stoneware, packed in barrels, boxes or crates.....	4	5
93	17	6-15-11	13	35A	In bulk in kits, kegs or barrels.....	4	5
94	19	2-22-12	13	42A	Can stock, metal, or metal box stock, lithographed, or painted and printed, in packages (C. L., min. weight 30,000 lbs.).....	3	5
					Cans:		
					Cracker boxes and cracker cans, empty, returned (C. L., min. wt. 15,000 lbs. subject to Rule 30).....		5
95	15	6-15-10	13	44A	Cans:		
					Fibre, leatheroid, paper, pasteboard or strawboard, with or without metal tops or bottoms (C. L., min. wt. 10,000 lbs.):		
					N. O. S.....	D1	2
					Boxed or crated.....	1	2
					Nested, in boxes, bbls., or crates.....	2	.....
96	16	4-1-11	14	5	§Calcium:		
					Carbide of, including acetylene gas powder:		
					In iron drums or in tin cans, boxed, or completely jacketed.....	3	5
					§NOTE—Packages must be plainly labeled "Dangerous if not kept dry."		
97	1	7-1-06	14	9A	Carbon, bisulphide of, in cans hermetically sealed, each weighing 5 lbs. or less, boxed.....	1
98	1	7-1-06	14	45A	Carriers, bottle, empty.....	3

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99	17	6-15-11	14	54	Carriers, second-hand, empty, returned, prepaid or guaranteed. (Subject to Rule 20.) Bags or sacks, N. O. S., prepaid: L. C. L.: In boxes, bales or bundles; bales or bundles to be securely bound with not less than three (3) separate wire or rope ties (rope not less than 3-16 inch in diameter), each package tagged with linen tags securely attached by wire, showing name and address of both consignor and consignee. Boxes to be plainly marked showing name and address of both consignor and consignee, one-half fourth class. When not so shipped not taken. C. L.: Tied in bundles, minimum weight 20,000 lbs., one-half fourth class.		
100	12	7-1-09	15	1A	Bags or sacks, flour, in bundles, each sack branded in plain black letters, "second hand," (exception to Rule 20), one-half fourth class.		
101	13	11-15-09	15	15A	Coffee barrels, boxes, chests, and drums (wooden), originally used as containers for coffee, beans, rice, tapioca, etc., (empty, returned).....	4	
102	19	2-22-12	15	17	Cracker boxes or cracker cans (tin), crated or boxed..	4	
103	16	4-1-11	15	25A	Ice cream, packages (empty), consisting of tub or bucket with ice cream can inside.....	4	
104	13	11-15-09	15	28	Iron or steel oil barrels (empty, returned).....	4	
105	5	7-1-07	15	46A	Trucks, candy box, returned.....	4	
106	4	3-1-07	15	50	Cars: Baggage, express, mail and palace horse cars, 8 cents per car per mile, min. 50 miles.		
107	7	1-15-08	15	56A	Derrick cars, on own wheels, consisting of car, engine, boiler and other integral parts, C. L., min. wt. 60,000 lbs.....		10
108	16	4-1-11	15	57A	Cars: Gasoline or electric motor, on their own wheels, gear wheels disconnected, min. wt. 36,000 lbs.....		6
109	10	11-1-08	15	59A	Refrigerator cars, 6 cents per car, per mile, minimum 50 miles.		
110	16	4-1-11	15	59B	Cars: Scale testing cars, on own wheels, min. wt. 60,000 lbs.		10
111	16	4-1-11	15	59C	Cars: Section, motor, or hand and motor combined.....	1½	6

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112	14	2-14-10	15	65	(Cars—Continued.) Tank cars, on own wheels, 6 cents per car per mile, minimum 50 miles. Private tank cars will be moved empty, without charge, at the time movement is made between stations or junction points on the lines of the railroad companies (either individually or jointly), including delivery to connecting lines, subject to the following conditions: Should the aggregate empty mileage of any owner's cars, on June 30 of each year, or at the close of any such yearly period that may be mutually agreed upon, exceed the aggregate loaded mileage on the lines of the railroad companies, individually (or jointly when mileage accounts are computed jointly), such excess must be paid for by the owner, either by an equivalent loaded mileage during the succeeding six months, or at rate of six (6) cents per mile, plus the mileage that has been paid by the carriers to the owners on such excess empty mileage. Any excess of loaded mileage over empty mileage of any owner's cars at the end of the accounting period will be continued as a credit against the empty movement of such cars for the ensuing twelve months. New cars or newly required cars moved empty to home or loading point by order of the owner must be billed at regular tariff rates.		
113	5	7-1-07	16	2A	Car brasses and car journal bearings, in packages....	3	.....
114	1	7-1-06	16	5A	Casein, in sacks or barrels	2	5
115	14	2-14-10	16	24	Castings: Brass or copper: N. O. S., in boxes, barrels or casks	3	.....
					Rough, loose, weighing over 100 lbs. each	3	4
116	13	11-15-09	16	36A	Caviar (fish eggs): In tin cans, glass or stoneware, packed in barrels, boxes or crates	4	5
					In bulk in kits, kegs or barrels	4	5
117	17	6-15-11	16	49	Cement, building, in packages	4	9
118	9	7-1-08	16	52	Cement and lime, mixed, C. L., eliminate, apply Rule 11.		
119	4	3-1-07	16	52A	Cement, magnesia, in packages	4	6
120	18	10-15-11	16	55	Cereal products and cereal preparations, N. O. S.: In packages, packed in boxes or barrels	4	5
					In bulk in sacks or barrels	5	6
121	13	11-15-09	16	58	Chalk: N. O. S.: In boxes	2	5
					In barrels or hogsheads	4	5
122	9	7-1-08	17	9B	Chatts, C. L., apply crushed stone rates.		

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123	1	7-1-06	17	9A	Chautauqua outfits, consisting of tents, poles, camp chairs, circus seats, torches, bedding, etc., C. L., min. wt. 20,000 lbs. (Rule 7 not to apply).....		7
124	19	2-22-12	17	19A	Chemicals, N. O. S. (see note): In carboys (subject to Rule 31).....	1	3
					In glass or earthenware, packed in barrels or boxes..	1	3
					In fibre or metal cans or cartons in barrels or boxes..	1	3
					In bulk in barrels or boxes.....	1	3
					NOTE—Dangerous or explosive chemicals taken only subject to the rules and regulations of the individual carriers.		
125	19	2-22-12	17	30	Chocolate (not confectionery), cocoa, cocoa paste, chocolate or cocoa mixtures or substitutes, packed..	2	3
126	12	7-1-09	17	41	Cigars and cigarettes, boxed, corded, sealed and strapped (see note).....	1	
					NOTE—Boxes must be strapped with wood, iron or twisted wire straps (not wired) in the center, cord to pass in and out through each and every board on four sides of the box tightly drawn and sealed with metal seals.		
127	5	7-1-07	18	10A	Coal, hard, in packages.....	4	
128	12	7-1-07	18	11A	Coal dust and pulverized coal (bituminous) in bags or barrels, car loads, minimum weight 40,000 lbs., 10 per cent higher than soft coal rates, published (maximum) in Illinois (R. & W. C.) classification.		
129	15	6-15-10	18	41A	Columns, consisting of steel pipe filled with concrete..	4	6
130	10	11-1-08	18	45A	Compound: Water proofing compound, for cement work, dry, in barrels or sacks, min. C. L. wt. 30,000 lbs.....	3	5
131	17	6-15-11	18	47A	Concrete slabs, reinforced (C. L., min. wt. 36,000 lbs.)	4	9
132	19	2-22-12	18	54	Confectionery and candy, N. O. S.: In packages, N. O. S.....	1	
					In barrels, wooden pails, boxes or drums; in tin pails in crates; in glass packed in boxes; in iron or steel pails; in iron or steel bushel measures with tight wooden covers; in hard wood jointed stave baskets reinforced with iron or steel bands (staves not less than one-eighth inch thick), with tight wooden covers and double bottoms, covers wired and sealed	3	
133	19	2-22-12	18	68A	Coops, brooder, wood or metal or wood and metal combined: Set up in packages or loose.....	1	
					K. D. flat in boxes or crates (C. L. min. wt. 20,000 lbs.) (subject to Rule 30).....	2	4
134	19	2-22-12	18	68B	Coops: Stationary chicken coops and roosts: Completely K. D. in crates or boxes.....	3	

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135	19	2-22-12	18	69	Coops or crates, poultry shipping, wood or metal or wood and metal combined: Set up in packages or loose.....	1
					K. D. tops or bottoms detached and bodies nested: In bundles.....	2	.....
					In bundles or loose, C. L. min. wt. 14,000 lbs. (subject to Rule 30).....		3
					K. D. flat or folded flat: In bundles.....	2	.....
					In bundles or loose, C. L., min. wt. 20,000 lbs. (subject to Rule 30).....		4
136	5	7-1-07	18	69A	Coping, wall, vitrified clay.....	4	10
137	13	11-15-09	19	17	Copperas or sulphate of iron (min. C. L. wt. 40,000 lbs.).....	4	8
138	1	7-1-06	19	39A	Corn, seed, on the ear, in crates.....	5	.....
139	3	7-1-06	19	44	Corn cookers, steam, K. D.....	2	6
140	16	4-1-11	19	52	Cotton, N. O. S.: In bags or sacks.....	1	.....
					In uncompressed bales.....	2	.....
					In compressed bales.....	4	.....
141	16	4-1-11	19	57	Cotton linters and cotton regins: In bags or sacks.....	1	.....
					In uncompressed bales.....	3	.....
					In compressed bales.....	4	.....
142	16	4-1-11	19	64	Cotton waste, cotton mill sweepings and mop cotton, N. O. S.: In bags or sacks.....	1	.....
					In barrels or hogsheads.....	3	.....
					In uncompressed bales.....	3	.....
					In compressed bales.....	4	.....
143	19	2-22-12	19	66A	Coverings: Floor coverings, prepared, N. O. S., wrapped, crated or boxed: Rolls or packages 13 feet or over in length.....	1	3
					Rolls or packages under 13 feet in length.....	2	3
144	12	7-1-09	20	2B	Crates, banana: S. U., minimum C. L. wt. 5,000 lbs.....	D1	1
					Nested, minimum wt. 10,000 lbs.....		2
					K. D. (hoops, slats and burlap bagging), minimum C. L. wt. 30,000 lbs.....	3	4
145	10	11-1-08	20	4A	Crates, breeding: S. U.....	1
					K. D.....	1
146	10	11-15-09	20	9A	Crayons: N. O. S., boxed.....	1
					School, chalk, or talc, boxed.....	3	5

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147	18	10-15-11	20	10B	Creamery and cheese factory apparatus, consisting of the following in mixed earload shipments: Belting, not exceeding 5,000 lbs.; boiler; bottle racks; brick, not exceeding 5,000 lbs.; butter molds; bottle fillers; butter printers; butter tools; butter workers; cans, not to exceed 3,000 lbs.; carriers, milk and cream; cheese molds; cheese presses; cheese press hoops; churns, crane irons; combined churns and butter workers; compressors; cream coolers; cream freezers; cream setters and separators; cream testing machines; curd mills; engine; force pumps; milk heaters; milk pumps; milk testing machines; milk weighers; pasteurizing machines; pipe and connections; pulleys; refrigerating machinery; refrigerator carriers; refrigerator cream tanks; shafting and bangers; smoke stack; steam pumps; starter cans; strainers; tanks; vats; washer sinks; water heaters; Minimum C. L. wt. 18,000 lbs. (subject to Rule 30) (Rule 7 not to apply).....		4
148	12	7-1-09	20	28A	Curd: In cans.....	3	4
149	16	4-1-11	20	43A	In bags or barrels (wet or dry).....	4	
150	9	7-1-08	20	47	Cushions, caboose, in bales or cases..... Cuspidors (iron or steel): Decorated or enameled, in crates, cases, bbls. or casks..... N. O. S., in crates, bbls. or casks.....	1 3 4	 5 5
D							
151	15	6-15-10	20	70	Desiccated fish, meats and vegetables, in cans, boxed, eliminate.		
152	19	2-22-12	20	75A	Dies and punches (for punching machines): Boxed.....	3	
153	16	4-1-11	20	76A	Dip (sheep or cattle): Liquid or powder: In kegs, boxes, barrels or casks: Invoice value not exceeding 6 cents per pound and so receipted for (C. L. min. wt. 36,000 lbs.)..... Value exceeding 6 cents per pound, or value not stated (C. L., min. wt. 24,000 lbs.).....	 4 3	 7 5
154	16	4-1-11	21	6	Disinfectants, N. O. S.: Liquid: In cans, boxed..... In kegs or barrels..... Minimum wt. 36,000 lbs.....	 3 3	 5
155	19	2-22-12	21	39	Dry goods: Cotton piece goods, N. O. S., viz: Cotton fabrics (made wholly of cotton) in the original piece, including remnants (but not finished articles ready for immediate use), packed in rolls covered with burlap, or in boxes or bales (see Rule 14).....	3	

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156	19	2-22-12	21	40A	Dry goods: Cotton shoddy lining; cotton warp; cotton yarn: In bales or in boxes.....	3
E							
157	10	11-1-08	22	6	Eave troughs, wooden, min. C. L. wt. 20,000 lbs....	2	8
158	10	11-1-08	22	18	Eggs, in patent carriers (see note). NOTE—Second-hand cases or carriers (cases or carriers which have already been used in the transportation of eggs and are re-used) must be strapped within iron, wire or wooden straps on the sides and bottom at each end when used in the movement of less than car load shipments.		
159	15	6-15-10	22	21	Eggs, fish (caviar), eliminate.		
160			22	23A	Electric appliances and machinery. (Minimum C. L. weight 30,000 lbs.)		
	5	7-1-07	42	7	Are lamps (not including globes).....	1	4
	5	7-1-07	14	14	Carbon and carbon brushes.....	2	4
	5	7-1-07	22	23B	Compensators.....	1	4
	5	7-1-07	18	49	Conduits, iron armored.....	4	5
	5	7-1-07	18	48A	Conduits, underground:		
	5	7-1-07	18	50	Asphalt and paper.....	4	8
	5	7-1-07	18	52	Fibre and pitch.....	3	8
	5	7-1-07	18	32A	Stone clay or cement, for electric wires.....	4	10
	5	7-1-07	22	23C	Contact blocks (for surface contact system).....	1	4
	5	7-1-07	18	61	Controllers and parts thereof.....	1	4
	5	7-1-07	22	23D	Cut-outs.....	1	4
	5	7-1-07	21	53	Dynamos and parts thereof.....	1	4
	5	7-1-07	22	23E	Dynamos and steam engines combined.....	1	4
	5	7-1-07	23	36	Fans, electric.....	1	4
	5	7-1-07	22	23F	Insulator pins and brackets (wooden).....	4	8
	5	7-1-07	22	23G	Insulators (glass or porcelain).....	4	5
	5	7-1-07	22	23H	Iron conduits.....	4	5
	5	7-1-07	22	23I	Lamp sockets (incandescent).....	1	4
	5	7-1-07	22	23J	Lightning arresters.....	1	4
	10	11-1-08	22	23K	Locomotives (electric) and parts thereof.....	1	4
	5	7-1-07	48	37	Meters (electric) and parts thereof.....	1	4
	5	7-1-07	22	23L	Mica covered conduit.....	1	4
	10	11-1-08	22	23M	Motors and hoisting drums (electric), combined.....	1	4
	5	7-1-07	22	23N	Motors and pumps (electric), combined.....	1	4
	5	7-1-07	49	33	Motors (electric) and parts thereof.....	1	4
	5	7-1-07	22	23O	Motor gears and pinions.....	1	4
161			22	24A	Railway and overhead line material. (Minimum C. L. weight 30,000 lbs.)		
					Consisting of:		
	10	11-1-08	22	24B	Eyebolts, insulated, electric wire.....	2	5
	5	7-1-07	22	24C	Pole brackets, iron.....	4	8
	5	7-1-07	22	24D	Rail bonds.....	2	5
	10	11-1-08	22	24E	Strain insulators, thimbles, steel wire strand.....	4	5
	5	7-1-07	22	24F	Trolley cross-overs.....	2	5
	5	7-1-07	22	24G	Trolley ears.....	2	5
	5	7-1-07	22	24H	Trolley frogs.....	2	5
	5	7-1-07	22	24I	Trolley hangers.....	2	5
	5	7-1-07	22	24J	Turn buckles.....	4	5

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161 (Ctd.)	5	7-1-07	22	24K	(Electric appliances and machinery— <i>Continued.</i>) (Railway and overhead line material— <i>Contd.</i>) Power control switchboards (exclusive of telephone switchboards), and parts thereof.....	1	4
	5	7-1-07	22	24M	Rheostats.....	1	4
	5	7-1-07	22	24N	Switches.....	1	4
	5	7-1-07	64	18	Tape, insulating.....	1	4
	5	7-1-07	65	78	Transformers and parts thereof.....	1	4
	5	7-1-07	66	28	Trolley poles and bases.....	2	5
	5	7-1-07	22	24O	Trolley wheels.....	2	5
	5	7-1-07	22	24P	Wooden moulding and capping.....	4	7
162	9	7-1-08	22	41	Enameled ware, iron or steel, N. O. S., nested solid, boxed.....	2	4
163	7	1-15-08	22	51A	Engines, traction, returned to manufacturers for repairs at O. R. B. and C., or released, will be charged half tariff rates when returned by same railroad or railroads as originally forwarded by. When returned by other railroad or railroads than originally forwarded by, full tariff rates will be charged.		
164	15	6-15-10	22	64	Evaporators, sugar, K. D. (C. L., min. wt. 20,000 lbs.).....	2	6
165	17	6-15-11	22	66	Evergreens, prepaid or charges guaranteed (see Rule 29): In bundles.....	1½	
					In bales or boxes.....	1	
					Carloads.....		5
F							
166	5	7-1-07	23	50	Feathers, min. wt. 12,000 lbs.....		2
167	15	6-15-10	23	51	Feed, N. O. S. (chopped or ground), made entirely of cereals: In barrels or sacks.....	5	
					In bulk, 15,000 lbs. or over.....	5	
					In bulk, less than 15,000 lbs., not taken. In sacks, 2,000 lbs., or over, 30 per cent above C. L. rate.		
					Carloads, grain distance tariff rates.		
168	15	6-15-10	23	55A	Feed: Mixed live stock (feed), a mixture of grain, grain products, by-products of grain elevators, glucose factories, distilleries, breweries, sugar beet factories, malt houses, etc., sweetened with molasses: In boxes, bbls., or sacks.....	5	
					In sacks, 2,000 lbs. or over, 30 per cent above C. L. rate. Carloads min. wt. 30,000 lbs., grain distance tariff rates.		
169	7	1-15-08	23	74A	Ferris wheels, K. D., including power, C. L., min. wt. 16,000 lbs.....	1	3
170	16	4-1-11	24	12A	Fibre: Kapok: In machine compressed bales.....	1	
					Min. wt. 20,000 lbs.....		3

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171	18	10-15-11	24	21A	Fillers: Egg case fillers, strawboard or wood, packed in egg cases..... C. L., min. wt. 24,000 lbs., either in straight shipments or when mixed with K. D., wooden egg case material.....	4	7
172	18	10-15-11	24	21B	Fillers, N. O. S.: Strawboard or wood, K. D., flat, in bundles, crates or boxes.....	4	7
173	13	11-15-09	24	68A	Fish, N. O. S., including clam broth and clam juice: In tin cans, glass and stoneware, packed in barrels, boxes or crates..... In bulk, in kits, kegs or barrels.....	4 4	5 5
174	17	6-15-11	24	77A	Fixtures: Electric light, not including parts or appurtenances of glass.....	2	
175	5	7-1-07	24	78A	Fixtures, gas, complete, consisting of globe, burner and mantle, packed, boxed.....	1½	
176	10	11-1-08	25	14	Flour: In barrels, 200 lbs., per bbl..... In cotton sacks, O. R. of wet and waste, actual weight..... In papersacks, O. R. of wet and waste, actual weight..... In barrels or sacks, 2,000 lbs. or over, 30 per cent above C. L. rate, at O. R., wet and waste.....	4 4 4	Wheat tariff rates, C. L. minimum weight 30,000 lbs.
	2	7-1-06	25	18	NOTE—The amount of charges on a weight of less than 2,000 lbs. shall not exceed the charges on 2,000 lbs.		
	10	11-1-08	25	20	Flour, any kind, in barrels, boxes or drums, O. R. of wet and waste.....	4	
	10	11-1-08	25	17	Buckwheat (flour), in sacks or bbls., O. R. of wet and waste.....	4	
	10	11-1-08	25	21	Corn (flour), O. R. wet and waste.....	4	
	10	11-1-08	25	22	Potato (flour), in sacks or bbls., actual weight, O. R. wet and waste.....	4	
	10	11-1-08	25	23	Prepared or self-raising (flour), in paper packages, packed in boxes or bbls., O. R. wet and waste.....	4	
	10	11-1-08	25	24	Rye (flour), O. R. wet and waste.....	4	
177	18	10-15-11	25	24B	Flour: Sago flour and tapioca flour: In packages, packed in boxes or barrels..... In bulk, in sacks or barrels.....	4 5	6
178	16	4-1-11	25	27A	Flowers, cut, prepaid, in packages.....	DI	
179	5	7-1-07	25	33A	Flues, wall (double tin), hot air, boxed or crated.....	2	
180	9	7-1-08	25	37	Fennugreek seed meal, in boxes, barrels or bags.....	4	

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181	19	2-22-12	25	39	Food: Animal and poultry: Animal (not medicated or condimental): In bags, boxes or barrels.....	4	7
					Poultry, N. O. S. (not medicated or condimental): In bags, boxes or barrels.....	4	7
182	19	2-22-12	25	39A	Food or feed: Poultry or pigeon (not medicated or condimental), consisting of a mixture of grain (whole or cracked), grain screenings or seeds, with or without charcoal, ground oyster shells or other grit: In bags or sacks weighing 50 lbs. or over per bag or sack (see note).....	5	7
					NOTE—This rating will not apply when the article is packed in cartons or packages other than small bags or sacks enclosed in bags or sacks of the size required hereby.		
183	19	2-22-12	25	47A	†Foods and medicines: Animal and poultry: Invoice value not exceeding 10 cents per pound and so receipted for: Animal condiments (ground for use in making animal foods): In boxes and barrels.....	1	4
					†Animal and poultry foods, N. O. S., tonics and regulators (prepared), boxed, or in bulk in bags, pails, veneered drums, boxes or barrels: Invoice value not exceeding 10 cents per pound and so receipted for.....	4	7
					Invoice value exceeding 10 cents per pound or value not stated.....	1	.....
					†NOTE—On shipments of animal and poultry foods and medicines, all charges must be guaranteed, and on returned shipments must be prepaid.		
184	19	2-22-12	25	54A	Founts: Water founts, poultry and hog, galvanized iron or steel, C. L. min. wt. 20,000 lbs. (subject to Rule 30): S. U., not nested.....	1½	4
					S. U., nested.....	1	4
					K. D. flat in boxes or crates.....	2	4
185	15	6-15-10	25	57A	Fountains, soda and fixtures (consisting of counters, work boards tops with mirrors, marble slabs, gas and electric light fixtures and refrigerators), mixed carloads, min. wt. 15,000 lbs.....	.....	3
186	16	4-1-11	25	61	Frames, saw: N. O. S.: Completely K. D., in racks, bundles, crates or boxes.....	2	.....
					Other than completely K. D.....	1½	.....
187	7	1-15-08	25	63A	Frames (mattress), wood, in the white: K. D., in packages.....	3	8
188	8	3-15-08	26	5A	Fruit, crushed, in glass or stone jars, boxed.....	4

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189	1	7-1-06	26	8	Fruits, green: N. O. S., P. P., or guaranteed, C. L. min. wt. 20,000 lbs.	1	5
					In straight or mixed C. L. of grapes, peaches, pears or plums, min. wt. 20,000 lbs.		5
190	1	7-1-06	26	24	Furniture, new, or furniture stock or stuff, at owner's risk of rubbing, chafing or ordinary breakage.		
191	1	7-1-06	26	43A	Beds: Folding, min. C. L. wt. 10,000 lbs.		4
					Mantel, folding, min. C. L. wt. 10,000 lbs.		4
					Couches, metal: Folding, S. U.	1 1/2	
					Backs folded flat on seats or against side.	1	
					Folded, flat.	2	
192	14	2-14-10	26	48A	Completely K. D., boxed.	3	
					Furniture (new or second-hand): Bar or saloon furniture and fixtures, consisting of arm rails, back bar mirrors, bottle cases, counters, counter fittings, foot rails, metal brackets for arm and foot rails and work boards, C. L. min. wt. 12,000 lbs. (Rule 7 not to apply).		3
193	17	6-15-11	28	18	Furniture: Chair frames (wooden): N. O. S.	3T1	
					In the white, nested.	D1	
194	17	6-15-11	28	36A	K. D., in bundles or boxes.	2	
					Furniture: Couches, davenports and lounges, N. O. S.; Wrapped, crated or boxed.	D1	
					Backs off or without backs, wrapped, crated or boxed.	1	
195	9	7-1-08	29	56	Sofa or tete-a-tete frames, nested with chair frames in the white.	D1	
196	7	1-15-08	30	27A	Wardrobes, metal or steel, lockers: S. U.		
					K. D.	1	5
197	8	3-15-08	27	21	Wardrobes, safes, bread, milk or kitchen cupboards, K. D., in straight or mixed, C. L. min. wt. 20,000 lbs.	3	5
198	17	6-15-11	30	37A	Fusees, railroad: In boxes.	3	6
						1	
199	5	7-1-07	30	44A	Gas, acetylene, in cold drawn seamless steel cylinders, filled with asbestos, saturated with acetone and charged with gas to 150 lbs. pressure.	3	4

Classification—Continued.

In- dex No.	From supplement.		Illinois classifica- tion.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
200	16	4-1-11	31	23	Glass and glassware.		
					Glass:		
					Looking or shock:		
					Not completely boxed, not taken.		
					Boxed, loaded in box cars (C. L. min. wt. 24,000 lbs.).....	1	2
					Boxed, requiring flat or gondola car (see notes 1 and 2).		
					Min. wt. 7,000 lbs. (actual weight to be charged for it in excess of the minimum).....	1	
					Min. wt. 24,000 lbs.....		2
					NOTE 1—Glass, looking and shock, boxed, requiring flat or gondola car, will be received for transportation only when properly loaded and secured by suitable framework firmly attached to cars by the consignor, and must be unloaded by the consignee, or at his expense.		
					NOTE 2—An allowance of 500 lbs. in weight is authorized to cover lumber and timber used in bracing shipments of glass, looking and shock, boxed, requiring flat or gondola car; provided that no less than the specified minimum weights are charged for.		
					Plate, bent:		
					Not completely boxed, not taken.		
					Boxed, loaded in box cars (see Note 1).		
					Exceeding 7½ feet in width, or with a united outside measurement exceeding 19 feet.....	3T1	
					Not exceeding 7½ feet in width or with a united outside measurement not exceeding 19 feet (C. L. min. wt. 24,000 lbs.).....	1	2
					Boxed, requiring flat or gondola car (see Notes 2 and 3).		
					Min. wt. 7,000 lbs. (actual weight to be charged for if in excess of the minimum).....	1	
					Min. wt. 24,000 lbs.....		2
					NOTE 1—"United outside measurement" means the length and breadth of package added together.		
					NOTE 2—Glass, plate, bent, boxed, requiring flat or gondola car, will be received for transportation only when properly loaded and secured by suitable framework, firmly attached to cars by the consignor, and must be unloaded by the consignee, or at his expense.		
					NOTE 3—An allowance of 500 lbs. in weight is authorized to cover lumber and timber used in bracing shipments of glass, plate, bent, boxed, requiring flat or gondola car, provided that no less than the specified minimum weights are charged for.		
					Plate, N. O. S. (including plate glass strips):		
					Not completely boxed, not taken.		
					Boxed, loaded in box cars (see Notes 1 and 2).		
					Exceeding 7½ feet in width, or with a united outside measurement exceeding 19 feet.....	3T1	
					Exceeding 80 inches in united outside measurement, but not exceeding 7½ feet in width, or with a united outside measurement not exceeding 19 feet.	1	3

Classification—Continued.

In- dex No.	From supplement.		Illinois classifica- tion.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
200 <i>Ctd.</i>					(Glass and glassware— <i>Continued.</i>) Not exceeding 80 inches in united outside measure- ment..... Boxed, requiring flat or gondola car (see Notes 3 and 4). Min. wt. 7,000 lbs. actual weight to be charged for if in excess of the minimum..... Carloads (Rule 7 not to apply)..... NOTE 1—"United outside measurement" means the length and breadth of package added together. NOTE 2—Glass, plate, N. O. S., boxed, in L. C. L. lots, loaded in box cars, will be received for transpor- tation only when loaded upright, on full flat edge or end of box in the car, L. C. L. shipments which cannot be loaded in box cars on the full flat edge, or end without leaning by reason of the box being too high or too wide to be properly loaded, must not be received for transportation in box cars. NOTE 3—Glass, plate, N. O. S., boxed, requiring flat or gondola car, will be received for transportation only when properly loaded and secured by suitable framework, firmly attached to cars by the consignor, and must be unloaded by the consignee or at his expense. NOTE 4—An allowance of 500 lbs. in weight is au- thorized to cover lumber and timber used in bracing shipments of glass, plate, N. O. S., boxed, requiring flat or gondola car; provided that no less than the specified minimum weights are charged for.	2	4
201	15	6-15-10	31	51	Globes, electric arc light, in packages.....	D1	3
202	16	4-1-11	31	51A	Globes, fish: In boxes, bbls., casks or crates.....	1	10
203	17	6-15-11	32	26	Glucose feed or gluten feed.....		
204	12	7-1-09	32	36A	Glycerine, crude, in tank cars to be furnished by shippers.....		5
205	7	1-15-08	32	50A	Grain spouts: Flexible, nested..... Flexible, boxed..... C. L. min. wt. 20,000 lbs.....	1 2	6 4 3
206	9	7-1-08	32	53	Granite ware, iron, nested solid, boxed.....	2	3
207	3	7-1-06	32	54	Grape cuttings or grape vines, in bundles or boxed..	1	
208	12	7-1-09	32	54A	Grape fruit, P. P. or guaranteed, in boxes, crates or casks.....	2	7
209	17	6-15-11	32	55	Grape pomace, in packages.....	4	
210	10	11-1-08	32	61A	Grave and lot markers, cement.....	4	7
211	18	10-15-11	33	6	Grits: In packages, packed in boxes or barrels..... In bulk in sacks or barrels.....	4 5	5 6
212	10	11-1-08	33	33	Gymnastic apparatus: Set up..... K. D., boxed or crated.....	1 2	
213	11	2-15-09	33	35	Gypsum.....		10

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Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
					H		
214	16	4-1-11	33	50	Hampers: N. O. S.: Not nested..... Nested..... Fruit or vegetable: Splint (wooden covers to be packed separately), nested, in bundles, crates or boxes, min. carload weight 18,000 lbs..... Harness and saddlery.....	4T1 3T1	
215	10	11-1-08	33	62	Halters, in bales, boxes or barrels.....	2	
216	3	7-1-06	33	69	Harness hardware, boxed.....	3	
217	3	7-1-06	33	73	Saddles, in bales or boxes.....	2	
218	16	4-1-11	34	11A	Hats and caps, other than millinery: Palm leaf or straw, nested or folded flat, in bur- lapped or fibre covered bales or in boxes..... Heaters: Hot water or steam sectional boilers and heaters (cast iron), K. D., flat (C. L., min. wt. 24,000 lbs.)....	1 4	
219	15	6-15-10	34	29A	Herbs (dried), including sage: N. O. S.: Loose, in bags, boxes or barrels..... In glass, boxed..... Pressed, in bales (C. L. min. wt. 20,000 lbs.)..... Invoice value not exceeding 10 cents per pound, and so receipted for: Ground or powdered: In bags..... In boxes, bbls. or casks..... Pressed, in bales..... Machine compressed, boxed (C. L. min. wt. 30,000 lbs.)..... Value exceeding 10 cents per pound, or value not stated: Ground or powdered or machine compressed: In packages.....	1 1 1 1 2 3 2 3	
220	16	4-1-11	34	35	Hominy (not canned): In packages, packed in boxes or barrels..... In bulk, in sacks or barrels..... Honey: In pails, and in cans, N. O. S..... In cans, boxed..... In flat top jacketed cans, completely enclosed in wood..... In cans, crated..... In glass jars, boxed..... In glass tumblers, boxed..... In kegs..... In barrels or casks..... In boxes, N. O. S..... In boxes, with glass front exposed..... Granulated, in pails, boxed.....	4 5 5 1 4 4 2 2 4 4 1 1 1 2	
221	18	10-15-11	35	15			
222	12	7-1-09	35	16			

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	No.	Date effective.	Page.	Item.			
223	15	6-15-10	35	41	Hops, N. O. S., in bales (C. L. min. wt. 14,000 lbs.) eliminate.		
224	17	6-15-11	35	44	Horn pith: In packages..... Carloads..... Household goods and emigrants' movables.	4	9
225	14	2-14-10	35	63	Household goods: (Consisting of second-hand articles of household furniture, and personal effects only,) not for sale or speculation, prepaid or guaranteed (see note). The value of each article of which is declared by shipper not to exceed \$10.00 per 100 lbs. (or the proportionate amount thereof if weight is less than 100 lbs.), and so stated on bill of lading, C. L., min. wt. 20,000 lbs. (Rule 7 not to apply)..... When value is declared by shipper to exceed \$10.00 per 100 lbs., or value not stated, C. L. min. weight 20,000 lbs. (Rule 7 not to apply)..... In lift vans, min. wt. 24,000 lbs. (prepayment of freight charges not required)..... NOTE—Will not apply on bicycles, liquors, provisions, vehicles (except children's vehicles), or on to exceed two pianos. Shipments of household goods, not furniture, must be packed; chests nailed or strapped; bedding, boxed, crated in bales; sewing machines, boxed or crated; clothing, musical instruments and books, boxed or in barrels. Less carload shipments of trunks filled with household goods, must not be accepted, unless boxed or strapped. Trunks or other packages containing watches, jewelry, gold or silver coin, articles manufactured from precious metals, drafts, bank bills, notes, deeds or valuable papers of any kind, not taken.	1	7
226	14	2-14-10	35	63A	Emigrants' movables: Not for sale or speculation, prepaid or guaranteed (see note). The value of each article of which is declared by shipper not to exceed \$10.00 per 100 lbs. (or the proportionate amount thereof, if weight is less than 100 lbs.), and so stated on bill of lading, C. L. min. wt. 24,000 lbs. (Rule 7 not to apply)..... The value of which is declared by shipper to exceed \$10.00 per 100 lbs., or value not stated, C. L., min. wt. 20,000 lbs. (Rule 7 not to apply)..... NOTE—The term "Emigrants' Movables" will apply to property of an intending settler only, and will include tools and implements of calling (including hand and foot power machines, but not including machinery driven by steam, electricity, gas, gasoline, compressed air or water, other than agricultural implements); second-hand store fixtures of merchants; second-hand vehicles (not including self-propelling vehicles, hearses and similar vehicles); live stock, not to exceed ten (10) head (subject to declared valuations and premium charges, shown under "Live Stock"); trees and shrubbery; lumber and shingles; fence posts; one portable house; seeds for planting purposes; feed for live stock while in transit, and household goods; but does not include general merchandise, nor any articles, whether herein enumerated or not, which are intended for sale or speculation. Live poultry, in coops or crates, forming part of and accompanying shipments of household goods and emigrants' movables, will be charged for at classified rating of household goods and emigrants' movables. When a carload shipment contains horses, mules or cattle, one man in charge will be carried free, and in such cases agents will use the live stock contract. No free return passage will be given. With other live animals, man in charge to pay full fare.	1	7
						12	6

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	No.	Date effective.	Page.	Item.			
227	19	2-22-12	36	8A	Hydrogen: Dioxide of or peroxide of: In carboys (subject to Rule 31)..... (In glass or earthenware, packed in barrels or boxes C. L., min. wt. 24,000 lbs.)..... In bulk, in barrels (C. L., min. wt. 36,000 lbs.)	1 1 3 3 5
					I		
228	16	4-1-11	36	12A	Ice cream packages (empty), consisting of tub or bucket with ice cream can inside.....	1	.....
229	19	2-22-12	36	17	Incubators and brooders poultry, (see note): In crates or boxes..... Completely K. D. flat in boxes.....	1 2	3 4
					NOTE—Charges on incubators, returned, must be prepaid or guaranteed (subject to Rule 29).		
230	18	10-15-11	36	19	Indicators, speed, boxed, cancel. (For rating, see speedometers.)		
231	16	4-1-11	36	35	Insect exterminator: Liquid: In cans, boxed..... In kegs or barrels..... Minimum weight, 36,000 lbs.....	3 3	..... 5
232	5	7-1-07	36	39	Insulators (glass or porcelain), min. C. L. wt. 30,000 lbs..... Iron, and steel and articles manufactured of same.	4	5
233	9	7-1-08	36	40	Eliminate note. Apply Rule 9 (B).		
234	9	7-1-08	36	40A	Agate ware, iron, nested solid, boxed.....	2	4
235	4	3-1-07	36	42A	Andirons, iron or steel, in boxes, barrels or casks.....	2	.....
236	14	2-14-10	56	52A	Barn door hangers, in packages.....	4	.....
237	16	4-1-11	36	52B	Baskets, galvanized iron or steel, nested in bundles.....	3	5
238	7	1-15-08	37	6A	Boxes, letter, sheet iron, for rural free delivery, min. C. L. wt. 16,000 lbs.....	1	3
239	12	7-1-09	37	6B	Boxes, collapsible (galvanized iron or steel), folded, nested, in bundles.....	3	5
240	12	7-1-09	37	9	Brake beams (iron or steel).....	4	5
241	12	7-1-09	37	16A	Car bolsters (iron or steel).....	4	5
242	12	7-1-09	37	17	Car bolsters bearings (iron or steel).....	4	5
243	12	7-1-09	37	20	Car coupler parts (iron or steel).....	4	5
244	12	7-1-09	37	21A	Car truck frames (iron or steel).....	4	5
245	10	11-1-08	37	40	Cocks, iron.....	4	7
246	7	1-15-08	37	40A	Cocks and valves, iron body.....	4	7

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247	11	2-15-09	37	51A	Crates (iron or steel), S. U.:		
					Not nested.....	2	
					Nested.....	3	
248	4	1-3-07	37	56A	Doors (iron), N. O. S.....	4	6
249	16	4-1-11	37	61A	Fasteners:		
					Box (detective or watch dog seal), made of sheet steel, bent to shape:		
					In kegs, boxes or barrels.....	3	
250	7	1-15-08	38	23A	Grates, traveling link, consisting of rough castings, links and gears, boxed, other heavy castings loose..	3	6
251	17	6-15-11	38	21A	Handles, Boiler (cast or wrought iron), not further finished than being bronzed (C. L., min. wt. 30,000 lbs.):		
					In packages.....	3	5
252	10	11-1-08	38	36A	Hitching weights (iron):		
					Loose.....	1	
					In boxes, barrels or casks.....	4	
253	16	4-1-11	38	54	Lath (sheet metal), including expanded metal floor- ing and lath and perforated iron or steel lath.....	4	5
254	5	7-1-07	38	66A	Measures, galvanized iron or steel, nested.....	3	6
255	1	7-1-06	39	24A	Pipe, steel culvert.....	4	5
256	10	11-1-08	39	28	Pipe, wrought iron, in coils, requiring flat car or gondola cars, minimum weight of each coil 4,000 lbs.....	1	7
257	7	1-15-08	39	30A	Pipe couplings, iron body.....	4	7
258	14	2-14-10	39	36C	Plumbers' supplies:		
					Washstands, washbowls and lavatories (cast iron), plain, painted or enameled, boxed or crated.....	3	5
259	7	1-15-08	40	77	Points, well, iron.....	4	7
260	7	1-15-08	39	36A	Points, drive well, iron.....	4	7
261	11	2-15-09	39	36B	Points (drive well), well strainers, iron body, and brass pipe fittings and brass and bronze valves may be loaded in mixed C. L., with iron or steel pipe, min. C. L. wt. 36,000 lbs. (see note).....		7
					NOTE—Will not apply on straight carloads of the articles named. The amount of the article so desig- nated which may be included shall not exceed 33 1/3 per cent of the minimum weight provided for the mixed carload.		
262	11	2-15-09	39	43A	Pump rods, iron or steel.....	4	5
263	16	4-1-11	39	55B	Reflectors, enameled:		
					Not nested:		
					In crates, boxes or barrels.....	1	
					Nested:		
					In crates, boxes or barrels.....	2	
					Min. wt. 24,000 lbs.....		4

Classification—Continued.

In- dex- No.	From supplement.		Illinois classifica- tion.		Articles.	L.C.L.	C.L.
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					(Iron and steel articles—Continued.)		
264	14	2-14-10	39	55A	Ridge roll, galvanized: In packages.....	1	
					Nested, in boxes or crates.....	3	5
265	7	1-15-08	38	72	Rods, nail, iron, per gross ton of 2,240 lbs., same as		
			39	59	2,000 lbs.....		8
266	12	7-1-09	40	4A	Sheet iron, cut in shape for pipe, nested solid.....	4	5
267	15	6-15-10	40	18	Slabs, iron or steel, in the rough, unfinished.....	4	
268	12	7-1-09	40	42A	Stovepipe iron, cut in shape for stovepipe, and stove- pipe, side seams not closed, nested solid, boxed or crated (see note).....	4	5
					NOTE—Stovepipe elbows may be loaded in mixed C. L. with stovepipe iron at 5th class.		
269	5	7-1-07	40	64A	Trucks, steel, house-moving, K. D.....	3	
270	9	7-1-08	40	67A	Valleys, galvanized iron, packed flat, crated or boxed	4	5
271	13	11-15-09	40	70A	Ventilator frames and ventilators (skylight): Racked.....	1½	
					K. D., flat, in packages.....	2	
					Min. wt. 16,000 lbs.....		3
272	12	7-1-09	40	72A	Water conductors, cast iron, in boxes or barrels.....	4	7
273	7	1-15-08	40	76A	Well pipe screens and well strainers, iron body.....	4	7
274	5	7-1-07	41	11	Istle.....	4	6
					J		
275	9	7-1-08	41	21	Japanned ware: Not nested, boxed or crated.....	1	4
					Nested, boxed or crated.....	2	4
276	17	6-15-11	41	38	Junk, consisting of bones, broken glass, hoofs, horns, horn pith, old rope, old rubber, paper scrap, rags and scrap brass, copper, lead, iron, tin and zinc, carloads.....		9
277	17	6-15-11	41	43	Jute waste, pressed in bales.....	4	
					L		
278	5	7-1-07	42	7	Lamps, arc (not including globes), min. C. L. wt. 30,000 lbs.....	1	4
279	13	11-15-09	42	8	Lamps, incandescent electric light bulbs (glass): In boxes or barrels.....	1½	
					Not packed, not taken.....		3
					Minimum wt. 16,000 lbs.....		
					Burned out, returned to manufacturers.....	1	

Classification—Continued.

Index No.	From supplement.		Page.	Illinois classification.	Articles.	L.C.L.	C.L.
	No.	Date effective.					
280	17	6-15-11	42	22	Lard and lard substitutes (solid), N. O. S.: In crocks..... In tin cans or tin pails, loose..... In wooden pails or buckets, loose..... In glass jars, boxed..... In waterproofed paper packages, boxed..... In jacketed cans, loose..... In cans, pails or buckets, crated or boxed..... In kegs, tubs, firkins, barrels or tierces..... In galvanized iron tanks or drums..... In tank cars.....	1 2 2 2 2 3 4 4 4	5 5 5 5 5 5 5 5 5
281	13	11-15-09	42	32A	Lead, arsenate of (paste): In glass jars or earthenware crocks, packed in sawdust, boxed..... In cans, boxed..... In pails, kits, kegs, half-bbbls., and bbbls.....	1 4 4	7 7 7
282	15	6-15-10	42	41A	Lead (red or white), and substitutes therefor: Dry: In glass, boxed..... In bags or boxes..... In wooden or steel buckets, kits, cans, pails, kegs, drums, half-bbbls. or bbbls..... In tin or sheet iron cans or pails, in crates, boxes or bbbls..... In oil: In glass, boxed..... In cans, jacketed, loose..... In tin cans or tin pails, loose..... In wood or steel buckets, kits, cans, pails, kegs, drums, half bbbls. or bbbls..... In tin or sheet iron cans or pails, in crates, boxes or bbbls.....	1 4 4 4 4 1 1 1 4 4	5 5 5 5 5 5 5 5 5
283	13	11-15-09	42	57A	Lead wool: In boxes, drums or gunny sacks..... In bundles..... Min. wt. 36,000 lbs.....	4 4 5	5 5 5
284	18	10-15-11	43	18A	Lentils (dried): In packages, packed in boxes or barrels..... In bulk in sacks or barrels.....	4 5	5 6
285	12	7-1-09	43	37	Lime, N. O. S.: In barrels, without heads..... In barrels, with cloth tops..... In barrels, casks or iron drums.....	2 3 5	...............
286	9	7-1-08	43	40	Lime and cement, mixed. Eliminate. Apply Rule 11.	.....	.....
287	14	2-14-10	43	40A	Lime and sulphur solution (for dipping and spraying purposes), invoice value not exceeding 6 cents per pound and so receipted for (min. C. L. wt. 36,000 lbs.): In cans, boxed..... Bulk, in pails, kits, kegs, barrels and iron drums..	4 4	7 7
288	19	2-22-12	43	42	Lime (calcium), carbonate of: N. O. S.: In bulk, in bags, boxes or barrels.....	4	5

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
289	16	4-1-11	43	43A	Lime; Hydrated and ground: In paper or other bags.....	4	9
290	12	7-1-09	43	47A	Limestone dust and ground limestone, in bags or barrels, carloads, min. wt. 60,000 lbs. In bulk.....		al tariff.
291	5	7-1-07	43	51A	Liquors, alcoholic and malt. Alcohol, denatured: In cans, jacketed, C. L. min. wt. 30,000 lbs.....	1	5
					In cans, packed in wood, C. L. min. wt. 30,000 lbs.....	2	5
					In iron drums or barrels, or in wood, C. L. min. wt. 30,000 lbs.....	3	5
292	8	3-15-08	43	51B	Alcohol, wood: In cans, jacketed.....	1	5
	8	3-15-08	43	53	In cans packed in wood.....	2	5
	8	3-15-08	43	54	In iron drums or barrels.....	3	5
293	16	4-1-11	43	57	In wood..... Beer, in wood at O. R. of L., freezing and fermenting, or released and at the following estimated weights (exception to Rule 2): Hogsheads, 700 lbs.; whole barrels, 350 lbs.; half-barrels, 150 lbs.; one-third barrels, 135 lbs.; quarter barrels, 100 lbs.; one-sixth barrels, 70 lbs.; eighth-barrels, 50 lbs.; In quantities less than C. L.....	3	5
					Beer, beer tonic, hop tonic, hop tea tonic, and Weiss Beer, in bottles packed, at the following estimated weights (exception to Rule 1), O. R. of L., freezing and fermenting or released: Weight per case in lbs. If packed in sawdust.....		5 Min. wt. 30- 000 lbs. 5 Min. wt. 20,000 lbs. for straight car loads in wood, and for other shipments 24,000 lbs.
					Not so packed.....		
					2 doz. quarts..... 100 90		
					4 doz. 200 180		
					1 doz. pints..... 25		
					2 doz. 65 55		
					3 doz. 100 85		
					4 doz. 125 100		
					Weight per case in lbs., if packed in straw. 8 doz. pints..... 205		
					7 doz. 180		
					6 doz. 155		
					5 doz. 130		
					3 doz. quarts..... 135		
					In cases containing 6 doz. qts. or 10 doz. pts. 250 lbs. each.....		
					In cases containing 8 doz. pints, 220 lbs. each.....		
					In partition boxes: 5 doz. pts., 135 lbs.; 2½ doz. qts. 115 lbs. each; In quantities less than C. L.....	3	
					Above ratings on ale and beer apply only on malt liquor. With C. L. shipments of beer, in wood, shipper may load 3,000 lbs. of ice, or 2,000 lbs. of hay, straw and sawdust, where no ice is used, for preservative; where mixed packing is used, total weight should not exceed 3,000 lbs.; excess to be charged for at same rates as the beer. Ice with C. L. shipments of beer will be charged at beer rates on actual weight at point of shipment.		
294	5	7-1-07	44	6A	Beer, spoiled, returned to manufacturer, same rate as empty beer packages returned.....		

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295	14	2-14-10	44	17	Live stock, L. C. L. Live stock, L. C. L. (limited liability under contract), at actual weights, but not less than the following estimated weights, viz: One horse, mule or horned animal, excepting bulls, stallions or jacks (see items 19 and 26, page 44), 2,000 lbs., two animals, 3,000 lbs., each additional animal, 1,000 lbs. Colts (under one year old), when shipped with mares, 500 lbs. for each colt. Calves (under one year old), when shipped with cows, 500 lbs. for each calf.	1 1 1	
296	5	7-1-07	44	31	Locomotives and tenders, weighing 17,000 lbs. over, requiring flat or gondola car, min. wt. 24,000 lbs.	or 1	6
297	18	10-15-11	45	16A	M Macaroni, noodles, spaghetti, vermicelli, Italian paste: Boxed.	4	5
298	5	7-1-07	45	22A	Machinery, machines and mills. Concrete mixers (mixer and engine and motor com- bined): S. U. K. D.	1 2	6 6
299	12	7-1-07	45	27A	Hand bending machines, viz: Shears and eye beam or angle bending, in boxes or crates, or in bundles, wired together.	2	
300	12	7-1-09	45	27B	††Hoisting machines. Freight and passenger, including wire tramways and dumb waiters: S. U. *K. D. as follows: Parts of, N. O. S. Beams, iron. Bed plates. Channels. Controllers for electric elevators. *Crossheads, wood or iron. Cylinders. Derrick skips, wooden or steel. Derrick irons, N. O. S. Elevator platforms, without attachments. Guides (T iron). *Hangers, iron: In boxes or barrels. Weighing 100 lbs. each or over. Lumber. Nuts and bolts, boxed. Posts (wooden) for elevator doors. *Rods. Rope, N. O. S.	D1 1 4 4 4 3 3 3 4 4 4 4 4 4 3 3 3 4	6 Minimum weight, 24,000 lbs.

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300 (<i>Cid.</i>)					(Machinery, machines and mills— <i>Continued.</i>) (††Hoisting machines— <i>Continued.</i>)		
					*Shafting.....	4	
					Shift knees for elevator gates, crated.....	3	
					Weights.....	4	
					Wheels and gearing.....	1	
					Wire rope.....	4	
					Wire rope, clips or clamps.....	3	
					Elevator gates, wooden.....	3	
					Gasoline hoists, boxed or crated, or with light and easily breakable and detachable parts removed and boxed or protected by crating.....	1	
					Hoisting drums and engines combined (steam or electrical), boxed or crated, or with light and easily breakable and detachable parts removed and boxed, or protected by crating.....	1	
13	11-15-09				Hoisting drums (cast iron), on skids.....	2	
12	7-1-09				Iron or steel and wire work for elevator enclosures: Boxed.....	2	
					Crated.....	1	
					*C. L., boxed or crated, or with light and easily breakable and detachable parts removed and boxed or protected by crating.....		
					Hog hoists, K. D., flat, small parts, boxed.....	2	
					Ice elevators, portable, taken apart, in pieces.....	2	
					Tank and wagon box lifters, taken apart, in pieces.....	2	
					Vibrator bars and sheaves for hoisting machines, crated.....	3	
					†Fire brick and fire clay may be loaded with shipments of machinery, taking 6th class rates in carloads, when boilers are included in the car.		
					*Boilers, engines, including farm engines, iron rotary blowers, exhaust fans, smokestacks; steam feed cylinders; pumps, N. O. S., pulleys and shafting and wooden or iron tanks, may be loaded in mixed carloads with machinery specified above, taking 6th class rates in carloads. Dynamos and motors forming an integral part of machinery, may take same rating as the machine of which they form a part.		
					†The rating shown for articles enumerated under hoisting machines, K. D., apply only on such articles when forming a part of the hoisting machine with which they are shipped.		
301	1	7-1-06	45	28A	Jacks pumping, K. D.....	3	
302	14	2-14-10	45	57B	Machines (road making):		
					Scrapers and excavators (road or pond):		
					Drag.....	3	6
					Wheeled:		
					S. U., wheels on.....	11	6
					K. D., wheels and axles off.....	3	6
					Graders, N. O. S.:		
					S. U.....	11	6
					K. D.....	3	6
					Elevating (graders), S. U., loaded on open car, subject to Rule 9 (B), owners to load and unload.....	3	6
					NOTE—Road rollers, road plows, drag scrapers, wheeled scrapers, dump carts, dump wagons, portable and traction engines, rock crushers, wheelbarrows, street sprinklers and street sweepers, may be shipped in mixed carloads with road making machines at sixth class, minimum weight 21,000 lbs.		

6 Minimum weight, 21,000 lbs.

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303	14	2-14-10	45	57C	(Machinery, machines and mills— <i>Continued.</i>) Road oil sprinklers (not including tank wagons): S. U.	D1	6
304	14	2-14-10	45	57D	K. D., small parts boxed Road scraper points, scraper blades and grader blades (C. L., min. wt. 30,000 lbs.): N. O. S.	2	6
305	14	2-14-10	45	57E	In boxes, crates or casks Road grader discs (C. L., min. wt. 30,000 lbs.): In bundles.	3 4	5 5
306	1	7-1-06	45	57A	In boxes or barrels. Punch and shear machines, combined, K. D., small parts boxed.	3	.....
307	12	7-1-09	46	12C	Sawing outfit, portable, consisting of gasoline engine and circular saw with frame constructed of steel, iron or wood. Engine and saw separate, engine skidded, small detachable parts removed and boxed or crated: saws K. D. in bbls.	2	6
308	16	4-1-11	45	10A	Washing machines (power), and washing machines and wringers combined (power), crated or boxed (C. L., min. wt. 15,000 lbs.) Wood sawing outfit, consisting of gasoline engine, circular saw and tank, mounted on wheels.	1	3
309	5	7-1-07	46	12A	Wood sawing outfit, K. D., small parts detached and boxed.	1	6
310	5	7-1-07	46	12B	Machines, machinery and mills, all kinds, L. C. L., weighing two tons or over (actual weight) to each complete machine or mill (if having connections and detachable parts, same to be removed from frame of machine or mill and boxed) are subject to ratings applicable to machines and machinery, N. O. S., K. D., unless specific rating provided in the classification is on lower basis, in which case the specific rating will apply.	2	6
311	18	10-15-11	46	18	Vacuum house cleaning machines (not sanitary house cleaning wagons): S. U., not crated or boxed S. U., crated or boxed K. D., crated or boxed Min. wt. 24,000 lbs.	1 1 2	..... ..... 6
312	15	6-15-10	46	35A	Magnesia, pipe covering.	3	5
313	1	7-1-06	46	53A	Magnesium: Crude sulphate of (kieserite): In bags, barrels or boxes.	3	.....
314	19	2-22-12	46	56A	In packages or in bulk (C. L., min. wt. 36,000 lbs.) .....	.....	5
315	19	2-22-12	46	56B	Magnesium: Refined sulphate of or epsom salts: In glass or earthenware, packed in barrels or boxes. In fibre or metal cans or cartons in barrels or boxes. In bulk in bags (C. L., min. wt. 36,000 lbs.) In bulk, in barrels or boxes (C. L., min. wt. 36,000 lbs.)	1 3 3 4 5

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316	5	7-1-07	47	8	Manila.....	4	6
317	5	7-1-07	47	9	Mantles, gas, boxed.....	1½
318	15	6-15-10	47	12	Marble, granite, jasper, onyx and stone, N. O. S. (artificial or natural) (see note):		
					Blocks, slabs or pieces (polished, chiseled or dressed):		
					Boxed or crated.....	4	9
					Sawed or hammered (not polished).....	4	9
					Rough quarried.....	4	10
					Marble, onyx or granite statuary (artificial or natural), (see note):		
					Crated or boxed.....	1½	.....
					Marble, stone or granite monuments, gravestones or tombstones (artificial or natural), polished surfaces must be boxed (see note).....	4	9
					NOTE—Cut stone, marble, granite, etc., tombstones, monuments, and statuary, in pieces weighing three tons and over, to be loaded and unloaded at risk and expense of shipper and consignee.		
319	14	2-14-10	47	29	Matches, in paper or wooden boxes, packed in cases.	3	4
320	17	6-15-11	47	46	Matting, tea chest, old, pressed in bales.....	4	.....
321	18	10-15-11	47	46A	Meat:		
					Corn meal:		
					In packages, packed in boxes or barrels.....	4	5
					In bulk, in sacks or barrels.....	5	6
322	18	10-15-11	47	48	Meats:		
					Beef, lamb, mutton, veal, venison, pork loins and pork cut in pieces (other than dressed hogs, whole), beef and pork tenderloins, beef rounds, butts, clods, hearts, livers, loins or ribs, plucks, rolls, fresh tongues, skirts, fresh sausage, tails and other fresh meats (including raw leaf lard), N. O. S.....	1	4
323	7	1-15-08	48	1A	Meats, cooked, N. O. S., prepaid or guaranteed, in boxes or crates.....	1	.....
324	13	11-15-09	48	1B	Meats, cooked:		
					In wooden baskets, with solid wooden cover, with- out handles.....	1	.....
325	14	2-14-10	48	4A	Meats:		
					Butcher shop refuse:		
					In barrels, with cloth tops.....	3	.....
					In barrels.....	4	.....
326	13	11-15-08	48	12A	Meats and soups, N. O. S., including chicken tamales, chili con carne, corned beef, corned beef hash, meats (dried or smoked), in glass, meats (deviled, potted and pickled), meats with vegetable ingredients and sausage:		
					In tin cans, glass or stoneware, packed in crates, boxes or barrels.....	4	5
					In bulk, in kits, kegs or barrels.....	4	5

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327	5	7-1-07	48	31	Melons, P. P. or guaranteed, O. R., in bulk or packages, minimum wt. 20,000 lbs.		Special tariff.
328	7	1-15-08	48	33A	Metal, linotype, in pigs or boxes.	3	
329	9	7-1-08	48	44	Mica, ground or pulverized, min. C. L. wt. 40,000 lbs.	4	7
330	16	4-1-11	48	47	Middlings: In barrels or sacks.	5	
					In sacks, 2,000 lbs. or over, 30 per cent higher than wheat, carload, distance tariff rate. Carloads, grain, distance tariff rates. In bulk, 15,000 lbs., or over.	5	
					In bulk, less than 15,000 lbs., not taken.		
331	15	6-15-10	48	51	Milk: N. O. S.: In glass, boxed.	1	
					In cans.	1	
					Evaporated or condensed (dry or liquid): In tin cans, glass or stoneware, packed in crates, boxes or barrels.	4	5
					In bulk, in kits, kegs or barrels.	4	5
					In cans, jacketed.	2	5
					In railroad shipping cans.	1	
332	13	11-15-09	48	62	Mince meat and crystallized pie preparations: In tin cans, glass or stoneware, packed in crates, boxes or barrels.	4	5
					In bulk, in kits, kegs or barrels.	4	5
					In paper boxes, boxed.	4	5
					Condensed, in fibre pails, crated or boxed.	4	5
333	13	11-15-09	49	1	Mineral water (plain, carbonated or flavored), distilled water, \$kylo, \$malto, \$moxie and \$phosphates, in bottles, prepaid or guaranteed: In open carriers.	2	5
					Completely boxed.	3	5
					§NOTE—Ratings apply only on beverages ready for use. Extracts shipped under above names are ratable as extracts.		
334	15	6-15-10	49	8	Mineral water, in tank cars, at estimated weight 8½ lbs. per gallon (Rule 1B).		5
335	1	7-1-06	49	18A	Mop handles, with metallic heads: In bundles.	2	
					Crated or boxed.	3	
336	17	6-15-11	49	29	Moss, evergreen, prepaid or charges guaranteed (see Rule 29): In crates, boxes or barrels.	1	
					Carloads.		5
337	19	2-22-12	49	31	Moss, nursery: In packages, N. O. S.	1	
					Pressed in bales.	2	
					Min. wt. 24,000 lbs.		9

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338	13	11-15-09	49	55A	Musical instruments and musical instrument parts. Musical instrument cases, N. O. S., made of wood, canvas, leather or paper: Loose..... Securely wrapped with burlap or paper..... Packed in boxes or in trunks, strapped..... Min. wt. 12,000 lbs.....	D1 1 1	2
339	14	2-14-10	49	55B	Organ boards (with or without reeds): Boxed or crated.....	1 1	
340	1	7-1-06	49	58A	Phonograph records, boxed.....	1	
341	16	4-1-11	49	60A	Pianos and organs, boxed or wrapped and immovably braced in car, C. L., min. wt. 10,000 lbs. (see notes)... Unboxed upright pianos shipped in carloads must meet the following requirements in regard to load- ing: 1st—Each piano to be completely covered (except bottom) with paper hood and tarpaulin or rubber cover. 2d—Each piano placed on wooden shoes not less than 2 inches thick, freeing castors from car floor. 3d—To the back of each piano there must be attached two cleats, not less than 1 inch thick and 6 inches wide, extending not less than 4 inches beyond either end of piano—one at top and one at bottom—each fastened with not less than 2½ in. screws, ends of cleats to be firmly secured to horizontal braces screwed to the sides and ends of car, the whole forming a framework running full length and width of car, and so secured as to absolutely prevent any end or side motion of piano. 4th—A sufficient space must be left between pianos to prevent rubbing or chafing. 5th—All cleats and braces to be of hard wood lumber not less than 1 inch thick nor less than six inches wide. Unboxed organs to be securely braced in car in similar manner, except that it will not be required that cleats be fastened to instruments, and if casters are removed it will not be required that the organs be set on shoes. One empty box for the return of wrapping and harness to be included with C. L. shipments of upright pianos and organs.		2
342	7	1-15-08	49	61	Piano actions, boxed.....	1	
343	16	4-1-11	50	15A	Strings, musical instrument, N. O. S; boxed..... Strings, piano, boxed.....	D1 1	
N							
344	17	6-15-11	50	26	Napthalene, including moth balls: In boxes..... In kegs, bbls., or casks.....	2 3	5 5
345	4	3-1-07	50	39A	Nickeloid, in boxes, barrels or casks.....	4	6

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					O		
346	18	10-15-11	50	59	Oatmeal and rolled oats: In packages packed in boxes or barrels..... In bulk, in bags, sacks or barrels (see note)..... In bulk, in bags, sacks or barrels, when in lots of 2,000 lbs. or over (see note), 30 per cent over C. L. rate, O. R., wet and waste. NOTE—Charges on a shipment of less than 2,000 lbs. shall not exceed the charges on 2,000 lbs.	4 5	5 Wheat dis- tance tariff rates..
347	11	2-15-09	50	65A	Oils: Coal tar oil in tank cars, to be furnished by shipper..		5
348	17	6-15-11	50	66A	Oil, cooking, N. O. S.: In metal cans, packed in crates or boxes..... Bulk, in barrels or drums.....	3 3	4 4
349	19	2-22-12	50	67B	Oils: Creosote oil, coal tar oil, and dead oil of coal tar or wood tar: In wood or in iron drums or barrels (C. L., min. wt. 30,000 lbs.).....	4	9
350	11	2-15-09	50	67A	Creosote oil in tank cars, to be furnished by shipper..	2	5
351	13	11-15-09	50	72	Oil, harness, N. O. S., in cans, boxed.....	2	4
352	13	11-15-09	51	8	Oil, lubricating, N. O. S., in wood.....	3	5
353	19	2-22-12	51	22	Oil cloth or linoleum, floor, table, carriage or enameled, wrapped, crated or boxed: Packages or rolls 13 feet or over in length..... Packages or rolls under 13 feet in length.....	1 2	3 3
354	13	11-15-09	51	28	Olives: In tin cans, glass or stoneware, packed in crates, boxes or barrels..... In bulk, in kits, kegs, barrels or casks.....	4 4	5 5
355	17	6-15-11	51	36	Ore, antimony, calamine, copper, gold, lead, silver or tin, invoice value not exceeding one hundred dollars per net ton, and so receipted for.....	4	9
356	17	6-15-11	51	49	Ore, mica, invoice value not exceeding one hundred dollars per net ton, and so receipted for.....		9
357	16	4-1-11	51	55A	Outfits: Cobblers, consisting of tools, nails, lasts and stands (C. L. min. wt. 30,000 lbs.).....	3	4
358	4	3-1-07	51	55B	Ovens, bake, sectional steel and tile, including fire brick linings, K. D., boxed or crated.....	3	5

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359	16	4-1-11	51	55C	Ovens: Core ovens, iron or steel, crated or boxed: Set up.....	D1
360	17	6-15-11	51	60A	K. D. Ovens and cabinets, for gas, oil and alcohol stoves, in separate packages: (C. L., min. wt. 20,000 lbs.): S. U.....	2
					K. D., flat, boxed.....	2	5
					Sheet iron ovens, nested.....	2	5
361	13	11-15-09	51	65	Oysters (cove, pickled or spiced): In tin cans, glass or stoneware, packed in crates, boxes or barrels.....	4	5
					In bulk in kits, kegs or barrels.....	4	5
P							
362	1	7-1-06	52	8A	Pads, hoof, leather or rubber.....	1	.....
363	17	6-15-11	52	12	Paintings and pictures, not boxed, invoice value not exceeding one dollar each, and so receipted for; ship- pers to load and unload.....		1
364	19	2-22-12	52	23	Paints: Asbestos, asphalt, chemical lead, paraffine, rubber or zinc: In oil: In tin cans or tin pails, packed in crates, boxes or barrels.....	4	5
					In buckets or kits.....	4	5
					In kegs, half-bbls. or barrels.....	4	5
					Dry: In boxes, kits or buckets.....	4	5
365	14	2-14-10	52	34	Japan dryer: In cans, boxed.....	2	5
366	14	2-14-10	52	35A	Bulk, in wood.....	3	5
					Paint or varnish removing compound: In glass, packed.....	1	3
					In casks, packed.....	2	4
					In tin, packed.....	2	4
					Bulk, in kegs, barrels or casks.....	3	4
367	14	2-14-10	53	23	Paper, parchment, wrapping, in bales, bundles, rolls, crates or boxes.....	3	5
368	7	1-15-08	53	27A	Papers (news), old, packed flat in bundles.....	5	9
369	17	6-15-11	53	32	Paste, carpet cleaning, in packages.....	4	6
370	1	7-1-06	53	35A	Paste, powder, in boxes.....	3
371	7	1-15-08	53	37	Patterns, paper, in bundles, boxes or crates.....	1

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372	18	10-15-11	53	41	Pears, green, prepaid or charges guaranteed (see Rule 29): In baskets with solid or slatted wooden tops In crates In boxes In barrels	3 3 4 5	Special tariff.
373	18	10-15-11	53	42A	Peas, N. O. S.: Dried or split: In packages, packed in boxes or barrels In bulk, in sacks or barrels	4 5	
374	17	6-15-11	52	44	Pea hulls: In barrels or sacks Carloads In bulk, 15,000 lbs., and over In bulk, less than 15,000 lbs., not taken	4 4	
375	13	11-15-09	54	11	Pickles (cauliflower, chow-chow, cucumber, dillweed, kraut, onion and tomato): In tin cans, glass or stoneware, packed in crates, boxes or barrels In bulk in kegs, kegs or barrels	4 4	
376	15	6-15-10	54	21	§Pile drivers, N. O. S., K. D. Pile driver parts §NOTE—Pile drivers weighing two tons or over, actual weight, to each complete machine (if having connections and detachable parts, same to be removed from frame of pile driver and boxed). Pile drivers weighing three tons or over to be loaded and unloaded at risk and expense of shipper and consignee.	3 3 3	5 5 5
377	10	11-1-08	54	29A	Pine spirits: *In cans, glass or jugs, packed in boxes, jackets or kegs, corks secured by metal caps, cement or wire... In wood *NOTE—(Not packed in boxes, jackets or kegs, not taken.)	1 3	3 5
378	17	6-15-11	54	35A	Pipe, cement or concrete, reinforced, carloads minimum weight 30,000 lbs.		7
379	7	1-15-08	54	47	Planes, jack, jointer or smooth, in boxes	3	
380	7	1-15-08	54	50	Plane knives or blades, in boxes	3	
381	17	6-15-11	54	51	Plants, N. O. S., prepaid or charges guaranteed (see Rule 29): In bales Plaster, wall, N. O. S. Plaster board or plaster cloth, composition, plain, in packages, boxed or crated	1½ 5	6 9
382	15	6-15-10	54	59	Platforms, striking bag, K. D., crated	2	
383	11	2-15-09	54	60	Pole balconies and seats: S. U. K. D.	1 3	
384	8	3-15-08	54	69A			
385	8	3-15-08	54	73A			

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386	8	3-15-08	55	A	Pole supports, raising forks, and tampers for line- men's use.....	3
387	5	7-1-07	55	3A	Poles: Pike poles and pole supports.....	3	7
388	10	11-1-08	55	10A	Popcorn confectionery, boxed, not sugared popcorn or popcorn balls (invoice value not to exceed 7 c per pound).....	4	.....
389	3	7-1-06	52	14	Portraits (not paintings), boxed, net invoice value not to exceed \$10.00 per package, and so expressed in shipping receipt by shipper.....	1	.....
390	7	1-15-08	55	15A	Posts, concrete, fence.....	4	9
391	19	2-22-12	55	24B	Potash: Permanganate of: In glass or earthenware, packed in barrels or boxes. In fibre or metal cans or cartons in barrels or boxes.. In bulk, in barrels, kegs or boxes.....	1 2 3	...............
392	18	10-15-11	55	24A	Potash, sulphate of, for fertilizing purposes.....	4	10
393	10	11-1-08	55	26A	Potato mashers, wire, wooden handle, boxed.....	2	.....
394	10	11-1-08	55	37	Poultry, live, in coops or crates, actual weight to be charged for, man in charge to pay full fare: Chickens, ducks, turkeys and geese, in coops or crates.....	1	.....
	4	3-1-07	55	39-40 41-43 44-45	Eliminate estimated weights and size of coops or crates; actual weights to be charged for.		
395	19	2-22-12	55	50A	Poultry houses, N. O. S., galvanized iron or steel, C. L. min. wt. 20,000 lbs. (subject to Rule 30): S. U., not nested..... S. U., nested..... K. D. flat in boxes or crates.....	1A 1 2	4 4 4
396	13	11-15-09	56	1A	Preserves, N. O. S., including crushed fruits, fruit butter, jellies, jams and cranberry sauce: In tin cans, glass or stoneware, packed in crates, boxes or barrels..... Bulk, in kits, kegs or barrels..... In fibre pails, crated or boxed.....	4 4 4	5 5 5
397	13	11-15-09	56	1B	Maraschino cherries and pineapples: In glass, boxed.....	2	5
398	15	6-15-10	56	1C	Maraschino cherries: Bulk, in kits, kegs or barrels.....	4	5
399	1	7-1-06	56	24	Pretzels, in boxes or barrels, min. wt. C. L. 20,000 lbs.....	4	5
400	9	7-1-08	56	30A	Printers' rollers, returned to be recovered, in boxes or bundles.....	4
401	9	7-1-08	56	30B	Printers' roller composition refuse, in bags.....	4

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402	9	7-1-08	56	30C	Printers' roller cores, returned to be recovered, in boxes or bundles.....	4	-----
403	18	10-15-11	56	31A	Props (wooden): Mine props, mine caps, mine collars and mine wedges, round or split from rough wood (not sawed to dimensions except in length), C. L., minimum weight 24,000 lbs., soft coal distance tariff rates.		
404	13	11-15-09	56	33	Puddings, N. O. S.: In tin cans, glass or stoneware, packed in crates, boxes or barrels.....	4	5
					Bulk, in kits, kegs or barrels.....	4	5
					Condensed in paper boxes, boxed.....	4	5
405	19	2-22-12	56	41	Pulp or residue: Sugar beet: In sacks or barrels.....	4	-----
					In bulk or in sacks or barrels.....		7
406	10	11-1-08	56	52	Pumps, steam, iron, boxed or on skids, loose and easily breakable parts detached and boxed.....	3	6
407	16	4-1-11	56	65A	Racks, doors, frames and sections, for refrigerator cars, min. C. L. wt. 30,000 lbs.....	3	7
408	16	4-1-11	56	69	Racks, display, N. O. S., boxed or crated: S. U.....	D1	4
					K. D.: Weighing less than 1,000 lbs. each.....	1	4
					Weighing 1,000 lbs. each or over.....	3	4
R							
409	5	7-1-07	56	75A	Racks, portable, steel tool: S. U., crated.....	1	5
					K. D., crated.....	3	5
410	7	1-15-08	56	81A	Railway signals, consisting of iron castings, dwarf signals, signal and switch machinery, wood blades, detector bars, poles, K. D., in packages.....	3	5
411	7	1-15-08	56	81B	Railway signal battery vaults, requiring flat or gondola car, minimum weight 4,000 lbs. each.....	1	-----
412	7	1-15-08	56	81C	Railway signal battery vaults.....	4	7
413	7	1-15-08	56	81D	Ranges, gas and gasoline (not skeleton frame), crated or boxed.....	3	5
414	14	2-14-10	57	24A	Rollers (motor), combined mower and roller: K. D. and crated, minimum C. L. wt. 30,000 lbs....	3	6
415	17	6-15-11	57	35	Roofing, iron or tin: In boxes, bundles or rolls.....	4	-----
416	17	6-15-11	57	50	Root, horseradish, in packages, prepaid or charges guaranteed (see Rule 29).....	4	Vegetable rates.

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417	16	4-1-11	57	54	Roots: N. O. S.: In bags or barrels..... Pressed, in bales..... Invoice value not exceeding 10 cents per pound, and so receipted for: In bags, boxes or barrels..... Pressed, in bales..... Ground or powdered: In bags..... In boxes, bbbls., or casks..... Value exceeding 10 cents per pound, or value not stated: Ground or powdered: In packages..... Rubber tires..... S Rubber tires.....	1 2 3 3 2 3 1 3	4 4 4 4
418	4	3-1-07	57	80A	Rubber tires.....	1	3
419	18	10-15-11	58	SA	Sago: In packages, packed in boxes or barrels..... In bulk, in sacks or barrels.....	4 5	5 6
420	18	10-15-11	58	26A	Sam-p: In packages, packed in boxes or barrels..... In bulk, in sacks or barrels.....	4 5	5 6
421	10	11-1-08	58	29	Sand, N. O. S.....		10
422	10	11-1-08	58	29A	Sand, torpedo or building.....		Soft coal rates.
423	17	6-15-11	58	31	\$Sash or doors, if glazed with stained or leaded glass or other than common window or plate glass, released (C. L. min. wt. 20,000 lbs.)..... \$Sash, glazed with common window or plate glass: L. C. L..... C. L. min. wt. 24,000 lbs., lumber distance tariff rates, plus one cent per 100 lbs. \$Sash, unglazed, made of common pine, redwood or cypress: L. C. L..... C. L., min. wt. 24,000 lbs., lumber distance tariff rates, plus one cent per 100 lbs. Sash, iron or steel (C. L., min. wt. 30,000 lbs.)..... Sash, metal, N. O. S.: Boxed or crated (C. L., min. wt. 30,000 lbs.)..... Sash, unglazed, N. O. S..... \$Doors, glazed with common window or plate glass: Walnut, cherry, holly or mahogany..... Made of other woods: L. C. L..... C. L. min. wt. 24,000 lbs., lumber distance tariff rates, plus one cent per 100 lbs. \$NOTE—Glazed sash and doors must have glazed surfaces protected by boards not less than ¾-inch in thickness.	1 4 3 2 2 2 2 2 4	5 5 4 7 5

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423 (<i>Ctd.</i>)					(Sash or doors— <i>Continued.</i>) Doors, unglazed: Walnut, cherry, holly or mahogany Made of other woods: L. C. L. C. L. min. wt. 24,000 lbs., lumber distance tariff rates, plus one cent per 100 lbs. Frames, wooden: Blind, door, sash and window: Set up: L. C. L. C. L. min. wt. 24,000 lbs., lumber distance tariff rates, plus one cent per 100 lbs. K. D.: In bundles or packages, C. L. min. wt. 24,000 lbs., lumber distance tariff rates, plus one cent per 100 lbs. §NOTE—Glazed sash and doors must have glazed surfaces protected by boards not less than $\frac{3}{8}$ -inch in thickness.	3	7
424	13	11-15-09	58	35	Sauces: Table sauces, N. O. S., including capers, catsup, chilisauce, chutney, horse radish (prepared), mustard (prepared), pepper sauce, salad dressing and salad oil: In tin cans, glass or stoneware, packed in crates, boxes or barrels Bulk, in kits, kegs, or barrels.....	4	5
425	7	1-15-08	58	42	Saws, boxed	4	5
426	12	7-1-09	58	71A	Screens: Corn screens, N. O. S., boxed or crated..... Screens, wire, door or window: In bundles, boxes or crates..... Carloads min. wt. 20,000 lbs.	2	5
427	10	11-1-08	58	73	Seeds, N. O. S.: Invoice value not exceeding 10 cents per pound, and so receipted for: Ground or powdered: In bags, boxes, bbls. or casks.....	2	
428	16	4-1-11	59	2A	Seed, bird, in packages, and mixed bird seed, or bird food, with or without small piece of cuttle-fish bone, in paper cartons, packed in boxes..... L. C. L. C. L. min. wt. 24,000 lbs., wheat distance tariff rates (see Rule 28).	1	4
429	12	7-1-09	59	5	Seed, clover, red top or timothy (see Rule 28).....	4	
430	17	6-15-11	59	10	Seed, cotton, flax or linseed: L. C. L. C. L. min. wt. 24,000 lbs., wheat distance tariff rates (see Rule 28).	3	6
431	17	6-15-11	59	10A	Seed, coriander, in sacks or barrels	3	
432	13	11-15-09	59	10B		3	5

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433	9	7-1-08	59	14	Seed, fenugreek.....	4	5
434	19	2-22-12	59	28	Shade cloth, plain, uncut and undecorated, in bales, O. R. C., or in boxes.....	3	-----
435	7	1-15-08	59	48	Shells, oyster, clam or mussel, C. L., min. wt. 30,000 lbs.....	4	10
436	5	7-1-07	59	50	Shells, oyster, clam or mussel, ground, in burlap or cotton bags.....	5	9
437	16	4-1-11	59	55	Ship stuff: In barrels or sacks.....	5	-----
					In sacks, 2,000 lbs. or over, 30 per cent higher than wheat, carload, distance tariff rate. Carloads, grain distance tariff rates. In bulk, 15,000 lbs., or over.....	5	-----
					In bulk, less than 15,000 lbs. not taken.		
438	15	6-15-10	59	66A	Shoe scrapers (iron or steel), set in stone, cement or concrete base.....	2	-----
439	12	7-1-09	59	65A	Shoe heeling composition (not leather), in rolls or bundles.....	3	5
440	16	4-1-11	59	72	Shorts: In barrels or sacks.....	5	-----
					In sacks, 2,000 lbs. or over, 30 per cent higher than wheat, carload, distance tariff rate. Carloads, grain, distance tariff rates. In bulk, 15,000 lbs. or over.....	5	-----
					In bulk, less than 15,000 lbs., not taken.		
441	12	7-1-09	60	6A	Sieves, N. O. S., boxed or crated.....	1	-----
442	19	2-22-12	60	17A	Signs, electric: N. O. S., exclusive of bulbs or lamps: Not flat nor K. D. flat in boxes.....	D1	-----
					Flat or K. D. flat in boxes.....	1	-----
					Iron or steel, without glass, lamps or bulbs: In crates or boxes (C. L., min. wt. 20,000 lbs.).....	1	3
443	16	4-1-11	60	19A	Signs: Iron, steel or tin, enameled, galvanized or plain: Mounted or framed: In crates or boxes.....	1	-----
					Not mounted, nor framed: In crates or boxes (C. L., min. wt. 30,000 lbs.)....	2	4
					Flat, with solid wooden backs, in boxes, or two or more cleated or crated together (C. L., min. wt. 30,000 lbs.).....	2	4
444	5	7-1-07	60	40	Sisal.....	4	6
445	16	4-1-11	60	72	Snuff: In glass or stone jars, packed in boxes or barrels....	1	-----
					In boxes or barrels.....	2	-----
446	19	2-22-12	61	9A	Soda (sodium): Acetate of: In glass or earthenware, packed in barrels or boxes. In fibre or metal cans or cartons in barrels or boxes.. In bulk in barrels or boxes.....	1 3 3	----- ----- -----

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447	19	2-22-12	61	10A	Soda (sodium): Arsenate of: In glass or earthenware, packed in barrels or boxes.. In fibre or metal cans or cartons in barrels or boxes.. In bulk in barrels or boxes.....	1 3 3
448	19	2-22-12	61	11	Bichromate of: In barrels or boxes (C. L., min. wt. 36,000 lbs.)....	3	4
449	19	2-22-12	61	12	Bisulphite of: Liquid: In glass or earthenware, packed in barrels or boxes In bulk in barrels (C. L., min. wt. 36,000 lbs.)..... Other than liquid: In glass or earthenware, packed in barrels or boxes In fibre or metal cans or cartons, in barrels or boxes In bulk, in barrels or boxes (C. L., min. wt. 36,000 lbs.).....	1 4 1 2 4	..... 5 5
450	19	2-22-12	61	13A	Bromide of: In glass or earthenware, packed in barrels or boxes.. In fibre or metal cans or cartons in barrels or boxes.. In bulk in barrels or boxes.....	1 2 2	...............
451	19	2-22-12	61	14	Carbonate of: Soda ash monohydrate, sesqui carbonate or bicar- bonate: In bulk, in bags..... In barrels or boxes..... In packages or in bulk (C. L., min. wt. 36,000 lbs.).....	3 4 .....	..... ..... 5
452	19	2-22-12	61	15	Caustic: In metal cans in barrels or boxes (C. L., min. wt. 36,000 lbs.)..... In bulk in barrels or boxes (C. L., min. wt. 36,000 lbs.)..... In tank cars (subject to Rule 1B).....	4 4	5 5 5
453	19	2-22-12	61	16	Hyposulphite of: In cans or cartons in barrels or boxes..... In bulk in bags (C. L., min. wt. 36,000 lbs.)..... In bulk, in barrels or kegs (C. L., min. wt. 36,000 lbs.).....	3 3 4	..... 5 5
454	19	2-22-12	61	17	Nitrate of (Chili saltpetre): In cans or cartons, in barrels or boxes..... In bags or in bulk, in barrels or boxes (C. L., min. wt. 36,000 lbs.).....	2 4	..... 5
455	19	2-22-12	61	18	Phosphate of: In glass or earthenware, packed in barrels or boxes.. In packages N. O. S. (C. L., min. wt. 36,000 lbs.).... In bulk, in barrels or boxes (C. L., min. wt. 36,000 lbs.).....	1 3 4	..... 4 5
456	19	2-22-12	61	19	Silicate of: Dry, in bags, barrels or boxes (C. L., min. wt. 36,000 lbs.)..... Other than dry (silicate solution): In carboys (subject to Rule 31)..... In barrels (C. L., min. wt. 36,000 lbs.)..... In tank cars (subject to Rule 1B).....	1 4 1 4 5 5 5

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457	19	2-22-12	61	20	Soda (sodium): Sulphate of or Glauber's salts: In cans or cartons in barrels or boxes..... In bulk in bags (C. L., min. wt. 36,000 lbs.)..... In bulk, in barrels or boxes (C. L., min. wt. 36,000 lbs.)..... In bulk (C. L., min. wt. 36,000 lbs.).....	3 3 4 5 5
458	19	2-22-12	61	20A	Sulphide of: In glass or earthenware, packed in barrels or boxes In bulk, in barrels, boxes, kegs, casks or iron drums (C. L., min. wt. 36,000 lbs.).....	1 4	..... 5
459	19	2-22-12	61	20B	Sulphite of: In glass or earthenware, packed in barrels or boxes.. In fibre or metal cans or cartons, in barrels or boxes (C. L., min. wt. 36,000 lbs.)..... In bulk, in barrels or boxes (C. L., min. wt. 36,000 lbs.).....	1 3 4	..... 5 5
460	19	2-22-12	61	21	Soda or sodium salts, N. O. S., dry: In glass or earthenware, packed in barrels or boxes.. In fibre or metal cans or cartons, in barrels or boxes.. In bulk, in barrels or boxes (C. L., min. wt. 36,000 lbs.).....	1 2 3	..... ..... 4
461	13	6-15-10	61	24	Soda water, in glass: In open carriers..... In boxes or cases, with solid sides and cover and perforated inset bottom..... Completely boxed.....	2 3 3	..... 5 5
462	5	7-1-07	61	28A	Solder, dross or refuse.....	4	9
463	17	6-15-11	61	34	Solvent. Eliminate ratings.		
464	17	6-15-11	61	39A	Speedometers, boxed.....	D1	.....
465	9	7-1-08	61	56	Spoons, tinned or tinned iron, boxed.....	3	4
466	19	2-22-12	61	71A	Stain: Wood stain or wood dye: In glass or earthenware, in double strength corrugated paper or strawboard boxes, packed in boxes..... Stamped ware, nested in boxes, barrels or crates.... Statuary, church, plaster or terra cotta (see note), securely packed in boxes..... NOTE—When not so packed, not taken.	2 3 1	..... 4
467	9	7-1-08	61	77	Statuary, marble or granite, valuation restricted to 40 cents per cubic foot.		
468	16	4-1-11	62	10	Cancel. For ratings, see item No. 318, this supplement.		
469	16	4-1-11	62	11			

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470	9	7-1-08	62	13	Staves, barrel shooks, heading, hoop poles, hoop and stave bolts, eliminate, refer to page 18, Illinois Classification No. 10, items 67 and 68.		
471	16	4-1-11	62	29	Stone, concrete, building (C. L., min. wt. 36,000 lbs.).	Cancel.	10
472	9	7-1-08	62	30	Stone, crushed, including chatts.	4	10
473	17	6-15-11	62	33	Stone or rock, paving, bituminous.	4	10
474	17	6-15-11	62	35	Stone, rough, undressed, sawed flagging, curbing, paving or rubble.	4	10
475	10	11-1-08	62	49	Stoneware, N. O. S., in bulk, to be loaded by shipper and unloaded by consignee, O. R. B., or released. Eliminate.	Cancel.	
476	10	11-1-08	62	49A	Stoneware, in crates, casks or hogsheads: Weighing 1,000 lbs. or less.	4	7
477	7	1-15-08	62	50A	Weighing over 1,000 lbs., each.	3	7
478	12	7-1-09	62	50B	Stoppers, clay, carboy, in boxes or barrels.	4	6
					Store fixture units or sectional garment holder cabinets:		
					S. U.	11	
					K. D., flat, crated, glass doors boxed.	2	
					Hardware taken apart, boxed or crated.	1	
479	3	7-1-06	62	54A	Stoves, N. O. S., crated or boxed.	2	5
480	7	1-15-08	62	55	Stoves, alcohol, gas, gasoline, oil, vapor, skeleton frame and sheet iron, camp and fixtures, O. R.	2	5
481	16	4-1-11	62	59A	Stoves:		
					Fireless cookers or cooking cabinets:		
					Crated or boxed.	2	4
482	5	7-1-07	63	18	Strawboard, corrugated, in packages.	3	5
483	17	6-15-11	63	35	Sugar, crystal. Eliminate ratings.		
484	17	6-15-11	63	36	Sugar, grape or corn, in wood or in sacks.	5	6
485	17	6-15-11	63	49A	Sweeping compound, dry (not disinfectants), in barrels or drums, or in tin cans crated or boxed (C. L., minimum weight 36,000 lbs.).	4	10
486	7	1-15-08	63	49B	Sweepings, metal (scrap tin and metal).	4	9
487	13	11-15-09	63	52	Syrup, N. O. S., including corn, glucose, rock candy, malt, maple, sorghum, sugar syrup and molasses:		
					In tin cans, glass or stoneware, packed in crates, boxes or barrels.	4	5
					Bulk, in wood.	4	5
					In tin kegs, flat tops, completely enclosed in veneer or sheet metal jackets.	4	5

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488	4	3-1-07	63	54	Syrup: Coca cola (syrup): In wood.....	4	5
					In glass, packed.....	3	5
489	15	6-15-10	63	56	Syrup (fruit or flavoring): In tin, glass or earthenware, packed in boxes, bar- rels or cases.....	4	5
					In tin or earthenware, crated.....	4	5
					In wood.....	4	5
					T		
490	19	2-22-12	63	74A	Tankage, consisting of digester tankage, blood meal, meat meal and blood flour, in packages (C. L., min. wt. 30,000 lbs.).....		10
491	18	10-15-11	64	2	Tanks, N. O. S. (iron or steel), plain, painted or gal- vanized: S. U., not nested.....	1½	5
					S. U., nested.....	2	5
					K. D., flat in crates or boxes.....	3	5
					L. C. L., when requiring open car, see Rule 9B. Plate: 11-64 inch (U. S. Standard Gauge No. 8) in thick- ness or heavier: Twelve feet or under in length.....	3	6
					Over twelve feet and under thirty feet in length.....	1	6
					Thirty feet or over in length.....	1½	6
492	17	6-15-11	64	7C	Tanks: Pressure tanks, made of plate iron or steel, 9-64 inch (U. S. Standard Gauge No. 10) in thickness or heavier: Loaded in box car.....	3	6
493	18	10-15-11	64	17A	Tapioca: In packages, packed in boxes or barrels.....	4	5
					In bulk, in sacks or barrels.....	5	6
494	14	2-14-10	64	34A	Telephone material. (Min. C. L., weight 30,000 lbs.) Consisting of: Combined engine and dynamos (connected).....	1	4
					Dry batteries, N. O. S., in boxes or barrels.....	3	4
					Dynamos.....	1	4
					Electric motor.....	1	4
					Electric motor and pump (on one base, geared to- gether).....	1	4
					Iron cable racks, K. D.....	3	4
					Power boards and parts.....	1	4
					Storage batteries.....	1	4
					Switchboard cable.....	3	4
					Switchboard wire.....	3	4
					Telephone and parts.....	1	4
					Telephone switchboards, including automatic switchboards and parts.....	1	4
495	5	7-1-07	64	53A	Tent pins and keys, wooden, boxed or crated.....	4	
496	10	11-1-08	65	15	Tin dinner pails, in boxes or barrels, eliminate same as tinware.....		Cancel.

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497	9	7-1-08	65	18	Tin flour barrels or boxes, boxed or crated.....	1 $\frac{1}{2}$	4
498	12	7-1-09	65	25A	Tin plate, N. O. S., cut in snape for pipe, nested solid.....	4	5
499	9	7-1-08	65	29	Tin trays or waiters, boxed.....	3	4
500	9	7-1-08	65	33	Tinware, N. O. S., nested, packed in boxes, barrels or crates.....	3	4
501	12	7-1-09	65	34A	Toasters, bread, made of sheet steel with wire cloth tops, boxed.....	3	4
502	14	2-14-10	65	35	Tobacco:	3	
					Cut (chewing):		
					In bales.....	D1	
					In pails, loose.....	D1	
					In pails, two or more strapped together.....	1	
					In drums, boxes, kegs or barrels.....	1	
					Leaf (unmanufactured):		
					In hogsheads, barrels or boxes.....	4	
					In bales, bundles or crates.....	2	4
					Plug (uncut), including twist:		
					In caddies, loose.....	1	
					In caddies, or pails, two or more strapped together.....	3	
					In caddies, packed in boxes.....	3	
					In butts, boxes, drums or kegs.....	3	
					In skins.....	3	
					Smoking (cut or granulated):		
					In bales.....	1	
					In barrels, boxes or kegs.....	2	
					Stems:		
					In bales, cases or hhd.s.....	4	
					In bales, compressed.....		6
					Scrap and siftings:		
					In bags or bales.....	2	
503	7	1-15-08	65	58	In boxes, barrels or hhd.s.....	4	
504	7	1-15-08	65	61	Tools edge, N. O. S., in boxes.....	3	
505	19	2-22-12	65	68A	Tools, mechanics, in boxes or chests.....	3	
					Tow:		
					Shingle tow, pressed in bales (C. L., min. weight 20,000 lbs.).....	2	8
506	7	1-15-08	66	6	Traps, steam, sediment traps, drip pockets and steam or oil separators, iron or steel:		
					Loose, each weighing less than 100 lbs.....	1	7
					Loose, each weighing 100 lbs. or over.....	4	7
					In boxes or barrels.....	4	7
507	9	7-1-08	66	9	Trays, or waiters, tin or sheet iron, Japaned, boxed.....	3	4
508	3	7-1-06	66	18	Trees, shrubby and dormant plants, boxed, P. P., or guaranteed, min. wt. 20,000 lbs.....		7

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509	10	11-1-08	66	28A	Troughs, feed, N. O. S.	2	6
510	18	10-15-11	66	28B	Troughs: Feeding or watering (galvanized or plain): Cast or wrought.	2	5
					Sheet: S. U., not nested.	1½	5
					S. U., nested, crated or boxed.	2	5
511	10	11-1-08	66	53	Trunks containing personal wearing apparel, boxed or strapped with wood, iron or twisted wire straps, not traveling man's samples.	1	.....
512	10	11-1-08	66	54	Trunks containing wearing apparel will not be taken unless boxed or strapped with wood, iron or twisted wire straps (except as a shipment of household goods). When they are offered for shipment agents will refer shipper to express companies.		
513	5	7-1-07	66	54A	Trunks, sample (metal and wood, iron bound and ribbed), filled with goods not rated higher than first class.	1	.....
514	5	7-1-07	67	3	Tubs, wash, galvanized iron, nested.	3	5
515	19	2-22-12	67	4	Tubs, wash or laundry: Cement, stone, earthenware or concrete, including metal or wooden covers or rims when attached: In crates or boxes.	3	5
					Iron or steel, including metal or wooden covers or rims when attached: Enameled: Packed in boxes or with tub rims protected by pads or packing mats secured by boxing and insides protected by wooden strips not less than ¾-inch by 4 inches and not more than 4 inches apart, across the tops.	3	5
					Other than enameled: In boxes or crates; or with tub rims protected by pads or packing mats secured by boxing and insides protected by wooden strips not less than ¾-inch by 4 inches and not more than 4 inches apart, across the tops.	3	5
516	3	7-1-06	67	6	Turned stuff, wooden, N. O. S.	3	6
517	15	6-15-10	67	9	Turpentine, in wooden or iron barrels.	3	5
V							
518	14	2-14-10	67	47A	Varnish: Black asphaltum: In cans, boxed.	3	5
					Bulk, in barrels.	4	5
519	10	11-1-08	67	50A	Vases, concrete lawn, K. D., crated or boxed.	3
520	1	7-1-06	67	56A	Vaults, marbleine, grave, crated or boxed.	2	5

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Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
521	12	7-1-09	67	59	Vegetables and garden roots. Vegetables, straight or mixed carloads of asparagus, beans, beets, cabbage, cauliflower, carrots, celery, corn, cucumbers, egg plant, garlic, horse radish, roots, kale, lettuce, melons, mustard, mushrooms, onions, okra, parsley, peas, peppers, pumpkins, pieplant, parsnips, potatoes, radishes, salsify, spinach, squash, tomatoes or turnips, min. wt. 20,000 lbs.		Special tariff.
522	5	7-1-07	67	61	Potatoes in bulk or packages, O. R., min. wt. 20,000 lbs.		Special tariff.
523	9	7-1-08	67	62	Potatoes, sweet, in barrels, boxes or sacks. Vehicles and parts of. (Except bicycles, tricycles, velocipedes and children's vehicles at O. R. B., C., fire and weather, or released.)	4	8
524	10	11-1-08	68	5	Buggies, carriages, hearses, sleighs, wagonettes and other light vehicles (passenger vehicles only, exclusive of freight wagons, trucks, sleighs and sleds), also parts thereof, minimum wt. 12,000 lbs. for cars not exceeding 45 feet in length outside measurement. A deduction of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof less than 45 feet, and an addition of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof in excess of 45 feet in length; charges on any car load shipment not to be less than for 5,000 lbs. at 1st class rate. Eliminate.	Can cel.	
525	5	7-1-07	68	8	Vehicles, light or heavy (straight or mixed C. L. of freight and passenger vehicles only), exclusive of freight and passenger automobiles and parts thereof, minimum C. L. weight 20,000 lbs.		6
526	19	2-22-12	68	10	Vehicles, freight, N. O. S., also parts thereof: Vehicles, loaded on open cars, or too long or bulky to be loaded through ordinary sliding side doors of cars, min. weight 4,000 lbs. each.	1	
527	5	7-1-07	68	11A	*Automobiles: K. D., boxed or crated.	1½	
	1	7-1-06	68	13A	C. L., min. wt. 10,000 lbs.		1
	5	7-1-07			*NOTE—Automobiles offered for shipment with tanks containing gasoline will not be accepted.		
528	12	7-1-09	68	13B	Automobile bodies, without attachments, finished or in the white, boxed or crated, C. L., minimum weight 10,000 lbs.	3T1	1
529	14	2-14-10	68	13C	Motor buggies: With fixed or standing tops, boxed or crated, actual weight. Without fixed or standing tops, boxed or crated, actual wt.	D1	
						1½	

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
530	4	3-1-07	68	29A	Freight vehicles.		
531	19	2-22-12	69	3A	Farm trucks, K. D., without boxes.....	3	.....
					Freight vehicles:		
					Mail collection or mail delivery wagons or carts, K. D., crated.....	1½	.....
532	9	7-1-08	69	23	Passenger vehicles.		
					Motorcycle, with motor attachments, boxed or crated	2T1	.....
					Vehicles, parts of, at O. R. B., C., fire and weather or released.		
533	19	2-22-12	70	16A	Bodies or tops for mail collection or mail delivery wagons or carts crated.....	1½	.....
534	14	2-14-10	70	31	Doubletrees, equalizers, eveners, neckyokes, singletrees and whiffletrees, for trucks and wagons:		
					Finished.....	2	.....
					Dipped (not painted), ironed.....	3	.....
					In the white (not further finished than primed or shellaced), ironed.....	3	.....
535	17	6-15-11	70	35A	Frames:		
					Automobile gear frames (without attachments), iron or steel:		
					Loose.....	D1	.....
					Crated or boxed.....	1	.....
					Min. wt. 20,000 lbs.....		3
536	7	1-15-08	70	35A	Gears, automobile running, finished, wheels attached, boxed or crated.....	3T1	.....
537	5	7-1-07	70	35B	Gear cases, steel.....	2	5
538	9	7-1-08	70	37A	Gears for logging or farm trucks.....	3	.....
539	10	11-1-08	70	48	Neck yoke centers and end irons, in boxes or barrels.....	4	.....
540	10	11-1-08	71	15	Shoveling boards and wagon box end gates.....	3	6
541	16	4-1-11	71	23	Springs:		
					Carriage or wagon.....	3	.....
					Wagon seat.....	3	.....
					Carload rating, see item 33, page 72, Illinois Commissioners Classification No. 10.		
542	7	1-15-08	71	27A	Wagon boxes, for dumping wagons, S. U., C. L., min. weight, 24,000 lbs.....	1	6
543	9	7-1-08	71	43A	Wheels, for logging or farm trucks.....	3	.....
544	17	6-15-11	71	48A	Wind shields (automobile):		
					Crated.....	D1	.....
					Boxed.....	1	.....
					Min. wt. 24,000 lbs.....		3

Classification—Continued.

Index No.	From supplement.		Illinois classification.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
545	3	7-1-06	71	50	Vehicles, children's, and parts of, O. R. B., and C., or released.		
546	10	11-1-08	71	54	Axles, iron, for children's vehicles.....	3	5
					Children's vehicles and parts of, viz:		
					Carriages, carts, combined baby walkers and rockers, doll carriages, sleds, sleighs, velocipedes, bicycles (wheels not exceeding twenty-four inches in diameter), tricycles, wagons, (including self-propelling), wheelbarrows, boys' toy hook and ladder trucks and hobby horses, minimum weight 12,000 lbs.		
547	16	4-1-11	72	4A	Go carts, collapsible, K. D., flat or folded flat:		3
548	14	2-14-10	72	4B	Crated or boxed (C. L., min. wt. 20,000 lbs.).....	2	4
					Gear:		
					Children's vehicles, iron or steel, K. D., or folded flat, consisting of axles, springs, rods and clamps:		
					In packages.....	3	5
549	3	7-1-06	72	5	Iron rods, for children's vehicles, boxed or crated.....	3	5
550	15	6-15-10	72	9A	Sleds and sleighs (children's), folding K. D., crated or boxed.....	2	
551	3	7-1-06	72	11	Springs, for children's vehicles, boxed or crated.....	3	5
552	3	7-1-06	72	12	Top braces, for children's vehicles, boxed.....	3	5
					Wagons, carriages or sleigh wood.		
553	8	3-15-08	72	22	Wagon, carriage and sleigh wood, in the rough, sawed, turned, or bent, not ironed.....	4	Lumber tariff rates.
554	8	3-15-08	72	22A	Spoke bolts.....	4	
555	12	7-1-09	72	35A	Veneered, built up, or compound wood (bent or straight), including built up wood veneered, wooden cooling tower material, wooden ice tank tops and wooden ice can covers, but exclusive of wooden trunk tops, and built up woods, any part which is made of black walnut, cherry, holly or foreign woods, crated.....	4	
556	12	7-1-09	72	39	Veneered, built up, or compound wood, N. O. S., bent or straight:		Lumber rates.
					In bundles.....	2	5
					In crates or boxes.....	3	5
557	12	7-1-09	72	42	Veneering (lumber less than 1-8 of an inch in thickness) N. O. S.:		
					In bundles.....	2	5
					In boxes or crates.....	3	8
					When manufactured of pine, poplar, basswood, birch, sycamore, maple, elm, gum, laurel, and oak, unfinished, in bundles boxes or crates.....	3	Lumber rates.
558	3	7-1-06	72	48	Vinegar, in tank cars, to be furnished by shippers.....		5

Classification—Continued.

In- dex No.	From supplement.		Illinois classifica- tion.		Articles.	L.C.L.	C.L.
	No.	Date effective.	Page.	Item.			
					W		
559	17	6-15-11	73	5A	Wall covering (paper and wood lath combined), C. L., min. wt. 36,000 lbs.).....	4	9
560	9	7-1-08	73	38	Water coolers, boxed or securely crated.....	1	4
561	19	2-22-12	73	40A	Wax: Floor, N. O. S. (solid): In bulk, in kegs, half-barrels or barrels.....	2	.....
					Floor wax, including prepared floor wax or polish- ing wax: In cans, boxed.....	2	.....
562	16	4-1-11	63	43	Wax, paraffine. Cancel, for ratings see item number 638 in this supplement.		
563	9	7-1-08	73	43A	Wax, pot, in bags.....	4	5
564	4	3-1-07	73	54A	Westrumite, in barrels or drums (road sprinkling compound).....	4	10
565	15	6-15-10	74	A	Wheels: Alundum, carborundum, corundum or emery: In crates, boxes or barrels.....	3	4
566	10	11-1-08	74	15A	Whey, in milk cans.....	3	.....
567	7	1-15-08	74	22A	Window bars, zinc, in boxes or crates.....	3	.....
568	19	2-22-12	74	25	Window hollandes, plain, uncut and undecorated, in bales, O. R. C., or in boxes.....	3	.....
569	3	7-1-06	74	35A	Wire fencing, in rolls.....	4	8
570	7	1-15-08	74	30	Wire hay bale ties.....	4	8
571	8	3-15-08	74	43	Wire goods, N. O. S., flat or nested, boxed.....	1	.....
572	10	11-1-08	74	45	Wire rods.....	4	.....
573	7	1-15-08	74	46	Wire rods, per gross ton, 2,240 lbs., same as 2,000 lbs..	.....	8
574	7	1-15-08	74	39A	Wire, woven, for concrete reinforcement.....	4	8
575	7	1-15-08	75	52A	Wood, articles manufactured of. Handle wood (rough sawed, rived or split from the bolt) not further finished.....	.....	Lumb'r tariff rate.
576	3	7-1-06	76	26	Wool stock or wool waste, in sacks or bales.....	3	.....
577	3	7-1-06	76	28	Woolen mill sweepings, in bags, sacks or crates.....	3	.....
578	17	6-15-11	76	30	Woolen mill sweepings and wool flocks, pressed in bales, or in casks or hogsheads.....	4	.....

Classification—Continued.

In. dex No.	From supplement.		Illinois classifica- tion.		Articles.	L.C.L.	C.I.
	No.	Date effective.	Page.	Item.			
					Z		
579	12	7-1-09	76	61 A	Zinc, chloride of, in tank cars to be furnished by shipper.....		
580	19	2-22-12	76	61 B	Zinc: Oxide of, dry: In glass or earthenware, packed in barrels or boxes.. In sheet iron or pressed steel cans or pails, loose (C. L., minimum weight 36,000 lbs.).....	1	5
					In tin or sheet iron cans or pails in crates, boxes or barrels (C. L., min. weight 36,000 lbs.).....	3	5
					In bulk in kegs, barrels or boxes (C. L., min. weight 36,000 lbs.).....	3	5
						4	5
581	15	6-15-10		III	Indiana Harbor Belt R. R. Co., add to list of class "A" roads.		
582	4	3-1-07		III	Macoupin Co. Ry., change to class "B."		
583	3	7-1-06		III	Mobile and Ohio R. R. Co., change to class "B."		
584	4	3-1-07		III	Southern Ry. Co., change to class "B."		

Classification—Continued.

Index No.	Illinois classification.		To replace fruit and vegetable rates, as shown on page 29, supplement No. 19, index 936.																																																																																																																																
	Page.	Item.																																																																																																																																	
585	26	9-A	<p>Fruits and vegetables, carloads, viz:</p> <p>Apples, green, P. P., or guaranteed, C. L., minimum weight 24,000 lbs.</p> <p>Apple waste, green or dried, in sacks, boxes or barrels, C. L., minimum weight 24,000 lbs.</p> <p>Melons, in bulk or packages, C. L., minimum weight 20,000 lbs.</p> <p>Pears, in bulk, or in baskets, boxes or barrels, C. L., minimum weight 24,000 lbs.</p> <p>Potatoes, in bulk or packages, O. R., minimum weight 20,000 lbs.</p> <p>Vegetables, straight or mixed carloads of asparagus, beans, beets, cabbage, cauliflower, carrots, celery, corn, cucumbers, egg plant, garlic, horse radish roots, kale, lettuce, melons, mustard, mushrooms, onions, okra, parsley, peas, peppers, pumpkins, pie-plant, parsnips, potatoes, radishes, salsify, spinach, squash, tomatoes or turnips, minimum weight 20,000 lbs.</p> <table> <tr> <th>Distances.</th><th>Rate in cents per 100 lbs.</th><th>Distances.</th><th>Rate in cents per 100 lbs.</th></tr> <tr> <td>2 miles and under.....</td><td>2.8</td><td>150 miles and over.....</td><td>10.2</td></tr> <tr> <td>4 miles and over.....</td><td>3.6</td><td>155 ..do.....</td><td>10.4</td></tr> <tr> <td>6 ..do.....</td><td>4.</td><td>160 ..do.....</td><td>10.5</td></tr> <tr> <td>10 ..do.....</td><td>4.5</td><td>165 ..do.....</td><td>10.6</td></tr> <tr> <td>15 ..do.....</td><td>4.9</td><td>170 ..do.....</td><td>10.8</td></tr> <tr> <td>20 ..do.....</td><td>5.1</td><td>175 ..do.....</td><td>10.9</td></tr> <tr> <td>25 ..do.....</td><td>5.4</td><td>180 ..do.....</td><td>11.</td></tr> <tr> <td>30 ..do.....</td><td>5.7</td><td>185 ..do.....</td><td>11.2</td></tr> <tr> <td>35 ..do.....</td><td>5.9</td><td>190 ..do.....</td><td>11.3</td></tr> <tr> <td>40 ..do.....</td><td>6.2</td><td>195 ..do.....</td><td>11.5</td></tr> <tr> <td>45 ..do.....</td><td>6.5</td><td>200 ..do.....</td><td>11.6</td></tr> <tr> <td>50 ..do.....</td><td>6.8</td><td>210 ..do.....</td><td>11.7</td></tr> <tr> <td>55 ..do.....</td><td>7.</td><td>220 ..do.....</td><td>11.9</td></tr> <tr> <td>60 ..do.....</td><td>7.3</td><td>230 ..do.....</td><td>12.1</td></tr> <tr> <td>65 ..do.....</td><td>7.6</td><td>240 ..do.....</td><td>12.3</td></tr> <tr> <td>70 ..do.....</td><td>7.9</td><td>250 ..do.....</td><td>12.5</td></tr> <tr> <td>75 ..do.....</td><td>8.1</td><td>260 ..do.....</td><td>12.6</td></tr> <tr> <td>80 ..do.....</td><td>8.3</td><td>270 ..do.....</td><td>12.8</td></tr> <tr> <td>85 ..do.....</td><td>8.4</td><td>280 ..do.....</td><td>13.</td></tr> <tr> <td>90 ..do.....</td><td>8.6</td><td>290 ..do.....</td><td>13.2</td></tr> <tr> <td>95 ..do.....</td><td>8.7</td><td>300 ..do.....</td><td>13.4</td></tr> <tr> <td>100 ..do.....</td><td>8.9</td><td>320 ..do.....</td><td>13.6</td></tr> <tr> <td>105 ..do.....</td><td>9.</td><td>340 ..do.....</td><td>13.9</td></tr> <tr> <td>110 ..do.....</td><td>9.2</td><td>360 ..do.....</td><td>14.2</td></tr> <tr> <td>115 ..do.....</td><td>9.3</td><td>380 ..do.....</td><td>14.4</td></tr> <tr> <td>120 ..do.....</td><td>9.4</td><td>400 ..do.....</td><td>14.7</td></tr> <tr> <td>125 ..do.....</td><td>9.6</td><td>420 ..do.....</td><td>14.9</td></tr> <tr> <td>130 ..do.....</td><td>9.7</td><td>440 ..do.....</td><td>15.</td></tr> <tr> <td>135 ..do.....</td><td>9.8</td><td>460 ..do.....</td><td>15.2</td></tr> <tr> <td>140 ..do.....</td><td>10.</td><td>480 ..do.....</td><td>15.4</td></tr> <tr> <td>145 ..do.....</td><td>10.1</td><td>500 ..do.....</td><td>15.6</td></tr> </table>	Distances.	Rate in cents per 100 lbs.	Distances.	Rate in cents per 100 lbs.	2 miles and under.....	2.8	150 miles and over.....	10.2	4 miles and over.....	3.6	155 ..do.....	10.4	6 ..do.....	4.	160 ..do.....	10.5	10 ..do.....	4.5	165 ..do.....	10.6	15 ..do.....	4.9	170 ..do.....	10.8	20 ..do.....	5.1	175 ..do.....	10.9	25 ..do.....	5.4	180 ..do.....	11.	30 ..do.....	5.7	185 ..do.....	11.2	35 ..do.....	5.9	190 ..do.....	11.3	40 ..do.....	6.2	195 ..do.....	11.5	45 ..do.....	6.5	200 ..do.....	11.6	50 ..do.....	6.8	210 ..do.....	11.7	55 ..do.....	7.	220 ..do.....	11.9	60 ..do.....	7.3	230 ..do.....	12.1	65 ..do.....	7.6	240 ..do.....	12.3	70 ..do.....	7.9	250 ..do.....	12.5	75 ..do.....	8.1	260 ..do.....	12.6	80 ..do.....	8.3	270 ..do.....	12.8	85 ..do.....	8.4	280 ..do.....	13.	90 ..do.....	8.6	290 ..do.....	13.2	95 ..do.....	8.7	300 ..do.....	13.4	100 ..do.....	8.9	320 ..do.....	13.6	105 ..do.....	9.	340 ..do.....	13.9	110 ..do.....	9.2	360 ..do.....	14.2	115 ..do.....	9.3	380 ..do.....	14.4	120 ..do.....	9.4	400 ..do.....	14.7	125 ..do.....	9.6	420 ..do.....	14.9	130 ..do.....	9.7	440 ..do.....	15.	135 ..do.....	9.8	460 ..do.....	15.2	140 ..do.....	10.	480 ..do.....	15.4	145 ..do.....	10.1	500 ..do.....	15.6
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Classification—Continued.

Index No.	From supplement.		To replace schedule shown on page 52, supplement No. 16, index 418.		Rate in cents per ton of 2,000 lbs.
	No.	Date effective.	Articles.	Distance in Miles.	
586	12	7-1-09	Limestone dust and ground limestone, in bags, barrels or bulk, car loads, minimum weight 60,000 lbs.	Up to and including. 50 55 miles and over... 50 60 ..do..... 55 65 ..do..... 60 70 ..do..... 65 75 ..do..... 70 80 ..do..... 75 85 ..do..... 80 90 ..do..... 85 95 ..do..... 90 100 ..do..... 95 105 ..do..... 100 110 ..do..... 105 115 ..do..... 110 120 ..do..... 115 125 ..do..... 120 130 ..do..... 125 135 ..do..... 130 140 ..do..... 135 145 ..do..... 140 150 ..do..... 145 155 ..do..... 150 160 ..do..... 155 165 ..do..... 160 170 ..do..... 165 175 ..do..... 170 180 ..do..... 175 185 ..do..... 180 190 ..do..... 185 195 ..do..... 190 200 ..do..... 195 210 ..do..... 200 220 ..do..... 210 230 ..do..... 220 240 ..do..... 230 250 ..do..... 240 260 ..do..... 250 270 ..do..... 260 280 ..do..... 270 290 ..do..... 280 300 ..do..... 290 320 ..do..... 300 340 ..do..... 320 360 ..do..... 340 380 ..do..... 360 400 ..do..... 380 420 ..do..... 400 440 ..do..... 420 460 ..do..... 440 480 ..do..... 460 500 ..do..... 480	25. 27.5 30. 32.5 35. 37.5 40. 42.5 45. 47.5 50. 52.5 55. 57.5 60. 62.5 65. 67.5 70. 72.5 75. 77.5 80. 82.5 85. 87.5 90. 92.5 95. 97.5 100. 105. 116. 115. 120. 125. 130. 135. 140. 142. 145. 150. 152. 155. 157. 160. 162. 164. 166. 168. 170.

Classification—Continued.

Index No.	Illinois classification.	Live stock, in carloads; to replace schedule shown on page 18, supplement No. 19, index 1008.		
		Page.	Kind.	Rating.
587	XIII	Goats, in carloads. Calves (under six months of age and average weight not exceeding 300 lbs. each), in carloads. Calves (average weight exceeding 300 lbs. each), in carloads. §Live stock (all kinds), in mixed carload shipments; each class of stock in the car (except as shown in note below) to be separated from every other class by a good and sufficient partition (or partitions) to be furnished by the shipper at his expense and risk, and by him to be placed in position and fastened to the car without the use of nails, spikes or any other fastening that will injure or deface the car. NOTE—At the discretion of shipper, it will not be necessary to partition mules from horses; either horses or mules from cattle; or calves (under six months of age and average weight not exceeding 300 lbs.) from sheep or goats.	Sheep rates and minimum weights. Sheep rates and minimum weights, providing charges do not exceed that on cattle in straight carloads. Cattle rates and minimum weights. §Rate and minimum carload weight (subject to actual weight of entire carload, if greater) for that one kind of live stock contained in the car, which, if in a straight carload (figured by using the minimum weight applying on same) will produce the highest amount of freight charges. Examples: A carload containing one or more horses or mules with any (or all) of the following species, viz.: Cattle, hogs, sheep, goats or calves, will take rate and minimum weight provided for horses and mules C. L. A carload containing one or more cattled with any (or all) of the following species, viz.: Hogs, sheep, goats or calves, will take rate and minimum weight provided for cattle, C. L. A carload containing one or more hogs with any (or all) of the following species, viz.: Sheep, goats or calves (under six months of age and average weight not exceeding 300 lbs. each) will take rate and minimum weight provided for hogs, C. L. A carload containing a mixture of either sheep, goats or calves (under six months of age and average weight not exceeding 300 lbs. each), will take rate and minimum weight provided for sheep, C. L.	

§NOTE—Intent of above rating on live stock in a mixed carload shipment, is, that each class of stock in the car (except as indicated by note) must be separated from every other class by a good and sufficient partition (or partitions). In the event that each class of stock in a mixed carload shipment (except as indicated by note) is not separated from every other class by a good and sufficient partition (or partitions), the carrier may charge on such shipment, the highest rate per 100 lbs., for any kind of stock in the car, subject to the highest carload minimum weight for any kind of stock in the car; excepting this provision will not prohibit the treating of any part of such shipment as a separate less than carload shipment.

Classification—Continued.

Index No.	Illinois classification.	To replace schedule shown on page 30, supplement No. 19, index 937
588	XVI	<p>Stock cattle and feeders shall take 75 per cent of the rates for cattle.</p> <p>In using the above schedule of rates, the following minimum weights shall apply:</p> <p>Cattle: Cars 33 feet 9 inches and under, inside measurement, 20,500 lbs. Cars over 33 feet 9 inches to and including 36½ feet, inside measurement, 22,000 lbs. Cars over 36½ feet, inside measurement, 24,000 lbs.</p> <p>Horses: The same minimums shall apply to horses as are given for cattle.</p> <p>Hogs: Cars 33 feet 9 inches and under, inside measurement, single deck, 16,000 lbs.; double deck 20,500 lbs. Cars over 33 feet 9 inches to and including 36½ feet, inside measurement, single deck 17,000 lbs.; double deck, 22,000 lbs. Cars over 36½ feet, inside measurement, single deck, 19,000 lbs.; double deck, 24,000 lbs.</p> <p>Sheep: Cars 33 feet 9 inches and under, inside measurement, single deck, 11,000 lbs.; double deck, 15,500 lbs. Cars over 33 feet 9 inches to and including 36½ feet, inside measurement, single deck, 12,000 lbs.; double deck, 17,000 lbs. Cars over 36½ feet, inside measurement, single deck, 14,000 lbs.; double deck 19,000 lbs.</p> <p>Where the shipper, at the time of applying for a car, designates the length of car required for his use, and the company has in service such cars, the minimum fixed for the length of car so designated shall apply, even though a larger car be actually furnished.</p> <p>The shipper of one car of live stock, or his agent, shall be carried free on the train with such animals to take care of the same, and shall be entitled to a return ticket, good on any regular train of the company for not to exceed one-half fare.</p> <p>The shipper of two or three cars of live stock, or his agent, shall be carried free on the train with such stock to take care of them, and shall be returned on any regular train free by the company.</p> <p>The shipper of four to seven cars of live stock, inclusive, belonging to one owner, shall be entitled to have two men in charge transported on the train with such stock and returned on any regular train, free.</p> <p>The shipper of eight cars or more, belonging to one owner, shall be entitled to transportation for three men in charge of said stock, to be returned free, on any regular train.</p>

Classification—Continued.

Index No.	From supplement.		To replace rates on salt, carloads, shown in cents per barrel, on pages XIV and XV, Illinois Classification No. 10.																																																																																																																																
	No.	Date effective.																																																																																																																																	
589	13	11-15-09	Salt, carloads, minimum weight 24,000 lbs.																																																																																																																																
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Classification—Continued.

Index No.	From supplement.		Illinois classification.	RULES.
	No.	Date effective.		
590	14	2-14-10	VI	<p>RULE 1.</p> <p>(A) Unless otherwise specified in the classification, the minimum car load weight upon all property in 1st, 2d or 3d classes, shall be 20,000 lbs., and on property lower than 3d class, 24,000 lbs., actual weight to be charged for when in excess of the minimum weight.</p> <p>(B) Weights and charges on shipments of liquid freight in tank cars (excepting wooden tank cars), shall be based on the full gallonage capacity of the tank, as shown in W. H. Hosmer's Circular No. 6, I. C. C. No. A-48, supplements thereto and reissues thereof, unless the weight-carrying capacity of the tank is less, in which case the actual weight, subject to the weight-carrying capacity of the car trucks as minimum, will govern.</p>
591	10	11-108	VI	<p>RULE 3.</p> <p>The minimum charge on a small shipment of one or more classes shall be 100 pounds at the third class rate, but in no case will the charge for a single shipment be less than 25 cents.</p>
592	10	11-1-08	VII	<p>RULE 9.</p> <p>(A) Unless otherwise provided in the classification, when articles on account of length (including locomotives and tenders) require two or more cars to transport them, the minimum charge for the shipment shall be for the first car, the minimum weight provided for such articles in car loads; fifty (50) per cent of the minimum weight to be charged for each additional car (actual weight to be charged for when the aggregate actual weight exceeds the specified minimum weights) at the carload rate. But when the same shipper furnishes other freight for same consignee at same destination, loaded on same cars, making the actual weight of shipment equal to or over the minimum weights above provided for, the several articles shall be charged at their class rate in car loads and at actual weights.</p> <p>When articles, on account of length, require two or more cars to transport them, and the cars are loaded to their full or safe carrying capacity, the minimum weights as per Rule 1 should govern, actual weight to be charged for when the aggregate actual weight exceed the specified minimum weight.</p> <p>(B) Articles too large to be loaded through side doors of 36-ft. box or stock cars (unless otherwise specified in classification) shall be charged at actual weight and class rates for each article; provided that in no case shall the charge for the entire shipment be less than 4,000 pounds at first class rate, except on articles in which the only dimension that prevents loading through side doors is the length. In loading such articles the small end doors may be utilized without subjecting the shipment to a minimum charge of 4,000 pounds at first class rate.</p>

Classification—Continued.

Index No.	From supplement.		Illinois classification.	RULES.																														
	No.	Date* effective.			Page.																													
593	14	2-14-10	VII	<p>RULE 10.</p> <p>Unless otherwise provided for in classification.</p> <table><tr><th>Freight shipped in.</th><th>Will take.</th></tr><tr><td>Bags.</td><td>Next class higher (greater) than in crates.</td></tr><tr><td>Bales.</td><td>Next class higher (greater) than in crates.</td></tr><tr><td>Barrels, kegs, drums, pails or kits.</td><td>Same rating as in boxes.</td></tr><tr><td>Barrels with cloth or wire heads.</td><td>Same rating as in crates.</td></tr><tr><td>Basket work packages (woven wood and wire).</td><td>Same rating as in crates.</td></tr><tr><td>Boxes.</td><td>Same rating as in barrels or kegs.</td></tr><tr><td>Boxes, with canvas or wire tops.</td><td>Same rating as in crates.</td></tr><tr><td>Boxes, with slatted tops.</td><td>Same rating as in crates.</td></tr><tr><td>Bundles.</td><td>Next class higher (greater) than in crates.</td></tr><tr><td>Chests, with covers securely fastened with nails or screws.</td><td>Same rating as in boxes.</td></tr><tr><td>Crates or racks.</td><td>Next class higher (greater) than in boxes.</td></tr><tr><td>Kegs (pressed steel).</td><td>Same rating as in wooden kegs.</td></tr><tr><td>Liquor packages (wooden), smaller than barrels.</td><td>Same rating as kegs.</td></tr><tr><td>Pails (iron, steel or fibre).</td><td>Same rating as in wooden pails.</td></tr></table> <p>In determining next class higher (greater), the progression above first class will be by one-half classes.</p> <p>Ratings shown in the classification for articles made of iron will apply on the same articles when made of steel, and "vice versa."</p> <p>Where same rating is provided for articles whether shipped in bundles or boxes, the rating given will apply upon shipments of the same article crated.</p> <p>When no rating is shown for articles in boxes, the rating shown for the same article in crates will apply.</p> <p>Where the same rating is provided for articles shipped in crates or boxes the same articles shipped in bags, bales or bundles will take the next class higher (greater).</p> <p>Carriers will have the right to decline shipments in insecure packages.</p>	Freight shipped in.	Will take.	Bags.	Next class higher (greater) than in crates.	Bales.	Next class higher (greater) than in crates.	Barrels, kegs, drums, pails or kits.	Same rating as in boxes.	Barrels with cloth or wire heads.	Same rating as in crates.	Basket work packages (woven wood and wire).	Same rating as in crates.	Boxes.	Same rating as in barrels or kegs.	Boxes, with canvas or wire tops.	Same rating as in crates.	Boxes, with slatted tops.	Same rating as in crates.	Bundles.	Next class higher (greater) than in crates.	Chests, with covers securely fastened with nails or screws.	Same rating as in boxes.	Crates or racks.	Next class higher (greater) than in boxes.	Kegs (pressed steel).	Same rating as in wooden kegs.	Liquor packages (wooden), smaller than barrels.	Same rating as kegs.	Pails (iron, steel or fibre).	Same rating as in wooden pails.
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Classification—Continued.

Index No.	From supplement.		Illinois classification.	RULES.																						
	No.	Date effective.																								
594	14	2-14-10	VIII (Rule 16 and 18.)	<p style="text-align: center;">RULE 18.</p> <p>The following terms used in the classification are defined as follows:</p> <table><thead><tr><th>Terms.</th><th>Definition.</th></tr></thead><tbody><tr><td>(A) "boxed," "in boxes," "barrels," "kegs," "casks," "hogsheads," "drums," "pails," "kits."</td><td>Packages must completely enclose contents, and be constructed of wood sufficiently strong to contain and protect same, except as otherwise provided in Rule No. 24.</td></tr><tr><td>(B) "in crates," "crated," "racked."</td><td>Articles must be enclosed to an extent sufficiently to hold the framework together and protect the property during the process of transportation. Nailing strips on or to the articles, forming partial protection only, will not be sufficient to entitle the property to the rating provided therefor when racked or crated.</td></tr><tr><td>(C) "jacketed."</td><td>Means an outer covering securely protecting the inside package.</td></tr><tr><td>(D) "in wood."</td><td>Means in bulk, completely enclosed in barrels, kegs, casks, hogsheads, pails or kits.</td></tr><tr><td>(E) "in bags," "in sacks."</td><td>Means bags or sacks made of other material than paper.</td></tr><tr><td>(F) "packed," "in packages."</td><td>Means packed in a manner that the articles can be handled in and out of a car so as to be protected from damage by coming in contact with each other, or with other freight.</td></tr><tr><td>(G) "in the rough."</td><td>The classification of articles "in the rough" applies to such articles when sawed, hewn or planed, and before any further manufacturing process has begun. NOTE—Unless otherwise specially provided the classification of articles "in the rough," as defined in this rule, will not apply on articles which, in addition to being sawed, hewn or planed, are bent, as the bending process advances the stage of manufacture and renders the articles properly subject to the classification provided for same "in the white."</td></tr><tr><td>(H) "in the white."</td><td>The classification "in the white" applies after the manufacturing process has begun (and may include one coat of priming), but when the article has not been painted or varnished.</td></tr><tr><td>(I) "finished."</td><td>The classification "finished" applies to the article after it has passed the stage of manufacture covered by paragraphs G and H of this rule.</td></tr><tr><td>(J) "nested."</td><td>The term "nested," as used in this classification, covers a series of two (2) or more like articles, fitting one within another.</td></tr></tbody></table>	Terms.	Definition.	(A) "boxed," "in boxes," "barrels," "kegs," "casks," "hogsheads," "drums," "pails," "kits."	Packages must completely enclose contents, and be constructed of wood sufficiently strong to contain and protect same, except as otherwise provided in Rule No. 24.	(B) "in crates," "crated," "racked."	Articles must be enclosed to an extent sufficiently to hold the framework together and protect the property during the process of transportation. Nailing strips on or to the articles, forming partial protection only, will not be sufficient to entitle the property to the rating provided therefor when racked or crated.	(C) "jacketed."	Means an outer covering securely protecting the inside package.	(D) "in wood."	Means in bulk, completely enclosed in barrels, kegs, casks, hogsheads, pails or kits.	(E) "in bags," "in sacks."	Means bags or sacks made of other material than paper.	(F) "packed," "in packages."	Means packed in a manner that the articles can be handled in and out of a car so as to be protected from damage by coming in contact with each other, or with other freight.	(G) "in the rough."	The classification of articles "in the rough" applies to such articles when sawed, hewn or planed, and before any further manufacturing process has begun. NOTE—Unless otherwise specially provided the classification of articles "in the rough," as defined in this rule, will not apply on articles which, in addition to being sawed, hewn or planed, are bent, as the bending process advances the stage of manufacture and renders the articles properly subject to the classification provided for same "in the white."	(H) "in the white."	The classification "in the white" applies after the manufacturing process has begun (and may include one coat of priming), but when the article has not been painted or varnished.	(I) "finished."	The classification "finished" applies to the article after it has passed the stage of manufacture covered by paragraphs G and H of this rule.	(J) "nested."	The term "nested," as used in this classification, covers a series of two (2) or more like articles, fitting one within another.
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Classification—Continued.

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595	15	6-15-10	VIII	<p>RULE 19.</p> <p>(A) Bulk freight need not be taken in less than car loads unless so specified in the classification.</p> <p>(B) Consignors and consignees may be required to load and unload all freight upon which car load ratings are applied.</p>
596	12	7-1-09	VIII	<p>RULE 20.</p> <p>When empty packages are offered for shipment at the rates provided in this classification for returned empty packages, the agent must satisfy himself that they have been used, when filled, in the transportation of a regular consignment, and that they are returned to consignors of the original filled packages. If agents have reason to believe that the packages, when filled, were originally forwarded by express, they will make a note to that effect on the way bill, and charge at the regular rates for new packages.</p>
597	10	11-1-08	VIII	<p>RULE 22.</p> <p>Articles requiring open cars for transportation will be accepted only when small and detachable parts are shipped subject to owner's risk of loss. When shipments of traction or farm engines require open cars for transportation the loose and detachable parts thereof must be placed in ironbound boxes and securely attached to or placed inside engine or attached to the car floor directly under engine.</p>
598	10	11-1-08	VIII	<p>RULE 23.</p> <p>It is hereby declared to be the duty of all railroad companies in this State, on request, to provide the necessary equipment and perform the switching service herein enumerated upon being paid or tendered the charges therefor as herein fixed.</p> <p>SWITCHING LIMITS</p> <p>The switching limits of each and every town, city and village in this State, into or through which one or more railroads are operated, shall include:</p> <p>(1) All sidetracks (including all team tracks used by the public in loading and unloading cars, and all private sidetracks) located within the yard limits of each railroad located therein;</p> <p>(2) All sidetracks (including all team tracks used by the public in loading and unloading cars, and all private sidetracks) located without the yard limits, but within short distances thereof:</p> <p>(a) At points where there are no regularly established stations or</p> <p>(b) At points where no regular way-bill is made for the movement of cars from such points to such town, city or village, or,</p> <p>(c) At points to or from which switch engines or road engines ordinarily move without special orders and without being regularly scheduled on a time-card.</p>

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Index No.	From supplement.		Illinois classification.	RULES.
	No.	Date effective.		
598 (Ctd.)				<p>(RULE 23—Continued.)</p> <p>CONNECTING LINE SWITCHING.</p> <p>“Connecting Line Switching” is hereby defined to be:</p> <ol style="list-style-type: none"> (1) The movement of a loaded car from any elevator, warehouse, industry or place of business located upon or adjoining any sidetrack, to any connecting railroad at a junction point, or, (2) The movement of a loaded car from any connecting railroad at a junction point to any elevator, warehouse, industry or place of business located upon or adjoining any side track, or, (3) The movement of a loaded car from a connecting railroad at a junction point to a connecting railroad at another junction point. <p><i>Provided</i>, the point from and the point to which the car is moved are both within the switching limits of any town, city or village, as herein defined.</p> <p>The reasonable maximum rate for each railroad for “connecting switching,” where the distance does not exceed three miles, shall not exceed \$2.50 per car, and where the distance is more than three and does not exceed five miles shall not exceed \$3.00 per car, regardless of weight or contents, but in no case shall a car be loaded beyond its safe carrying capacity.</p> <p>INDUSTRIAL SWITCHING.</p> <p>“Industrial Switching” is hereby defined to be the movement of a loaded car from any elevator, warehouse, industry or place of business located upon or adjoining any sidetrack or from any team track used by the public in loading or unloading cars, to another elevator, warehouse, industry, or place of business located upon or adjoining any sidetrack, or to any team track used by the public in loading and unloading cars, where point of origin and destination are both within the switching limits of any town, city or village, as herein defined, and are both on the line of a single railroad.</p> <p>The reasonable maximum rate for each railroad for “industrial switching,” where the distance does not exceed three miles, shall not exceed \$4.00 per car, and where the distance is more than three and does not exceed five miles, shall not exceed \$5.00 per car, regardless of weight or contents, but in no case shall a car be loaded in excess of its marked capacity plus 10 per cent; <i>provided</i>, the rate on grain between elevators, mills, malt houses, distilleries and sugar refineries shall not exceed 75 per cent of the above charges for “industrial switching.”</p> <p>RULES AND REGULATIONS, GOVERNING CONNECTING LINE AND INDUSTRIAL SWITCHING.</p> <p>The usual “free time,” but not less than two days for loading and not less than two days for unloading shall be allowed all shippers and receivers of freight, and no per diem or other charge for the use or for the movement of any loaded car or cars, in addition to the charge above provided for, shall be made against any consignor or consignee of freight during the time the car or cars are in transit or during the “free time” above referred to. No additional charge shall be made for the necessary movement of an empty car preceding or succeeding a switching movement. In all cases where a car is loaded on or</p>

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598 (<i>Ctd.</i>)				<p>(RULE 23—<i>Continued.</i>)</p> <p>unloaded from a public team track, which is not immediately adjacent to the place of business or industry of the party loading or unloading such car, a sum not to exceed \$1.00 per car may be added to the above maximum rates for the use of such track.</p> <p>Distances under this rule shall be computed according to short line mileage of each road performing the service.</p> <p>Any tracks which any railroad company has the right, license of permission to use, operate or control, shall be considered the tracks of such railroad company.</p> <p>The "Illinois Commissioners' Schedule of Maximum Freight Rates" shall in no case apply to switching service within the switching limits of any town, city or village in this State.</p> <p>This rule shall not apply in any case where point or origin or destination is without the switching limits and the charge for switching service is covered by a through tariff from point of origin to destination, nor in any case where the charge is absorbed by the railroad or railroads interested, nor shall it apply to interstate commerce.</p> <p>This rule shall not apply to any city, town or village in this State where a special switching district has heretofore or may hereafter be established by the commission.</p> <p>(Effective November 1, 1908.)</p> <p>CHICAGO SWITCHING DISTRICT.</p> <p>The "Chicago Switching District" shall include all of the territory within the following boundary lines, to wit:</p> <p>Commencing at the Illinois-Indiana State Line at Lake Michigan, thence south along said State line to the intersection with the section line between sections seventeen (17) and twenty (20), in township thirty-six (36) north, range number fifteen (15) east of the third principal meridian, in Cook County, Illinois, thence west to a point of intersection with the main line of the Illinois Central Railroad Company one mile south of Harvey, Illinois, thence in a northwesterly direction, parallel with and one mile southwest of the Chicago Terminal Transfer Railroad Company's tracks to a point on the main line of the Chicago, Rock Island & Pacific Railroad Company, one mile southwest of Blue Island, Illinois, thence in a northwesterly direction parallel with and one mile west of the Indiana Harbor Belt Railroad Company's track to a point on the Chicago, Milwaukee and St. Paul Railroad Company's track one mile northwest of Franklin Park, Illinois, thence northeast to a point on the Chicago, Milwaukee and St. Paul Railroad Company's track one mile northeast of Mayfair, Illinois, thence northeast to the intersection of Lincoln street, Evanston, Illinois, with the main line of the Milwaukee Division of the Chicago and Northwestern Railroad Company, thence east on Lincoln street to the shore of Lake Michigan, thence in a southeasterly direction along the shore of Lake Michigan to the place of beginning.</p> <p>It is hereby declared to be the duty of all railroad companies in the Chicago Switching District, on request, to provide the necessary equipment and perform the switching services herein enumerated upon being paid or tendered the charges therefor as herein fixed.</p> <p>CONNECTING LINE SWITCHING.</p> <p>"Connecting Line Switching" is hereby defined to be:</p> <p>(1) The movement of a loaded car from any elevator, warehouse, in-</p>

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598 (Ctd.)				<p>(RULE 23—Continued.)</p> <p>dusty or place of business located upon or adjoining any sidetrack to any connecting railroad at a junction point, or, (2) The movement of a loaded car from any connecting railroad at a junction point to any elevator, warehouse, industry or place of business located upon or adjoining any sidetrack. <i>Provided</i>, the point from and the point to which the car moved are both within the switching limits of the Chicago Switching District. The reasonable maximum rate for each railroad in the Chicago Switching District for "connecting line switching," where the distance does not exceed five miles, shall not exceed \$4.00 per car, and where the distance is more than five and does not exceed fifteen miles, shall not exceed \$4.50 per car, and where the distance is over fifteen miles shall not exceed \$5.00 per car, regardless of weight or contents, but in no case shall a car be loaded beyond its safe carrying capacity. <i>Provided</i>, the rate on grain from or to elevators, mills, malt houses, distilleries and sugar refineries, where the distance does not exceed five miles, shall not exceed \$3.00 per car, and where the distance is more than five and does not exceed fifteen miles, shall not exceed \$3.50 per car, and where the distance is over fifteen miles, shall not exceed \$4.00 per car.</p> <p>INTERMEDIATE SWITCHING.</p> <p>"Intermediate Switching" is hereby defined to be the movement of a loaded car from a connecting railroad at a junction point to a connecting railroad at another junction point, where both junctions are within the Chicago Switching District. The reasonable maximum rate for each railroad in the Chicago Switching District for "intermediate switching" shall not exceed \$2.50 per car within the Chicago Switching District.</p> <p>INDUSTRIAL SWITCHING.</p> <p>"Industrial Switching" is hereby defined to be the movement of a loaded car from any elevator, warehouse, industry or place of business located upon or adjoining any sidetrack to another elevator, warehouse, industry or place of business located upon or adjoining the same or another sidetrack, <i>provided</i>, the point of origin and destination are both within the switching limits of the Chicago Switching District, and both on the line of a single railroad. The reasonable maximum rate for each railroad in the Chicago Switching District for "industrial switching," where the distance does not exceed five miles, shall not exceed \$5.00 per car, and where the distance is more than five and does not exceed fifteen miles, shall not exceed \$6.00 per car, and where the distance is over fifteen miles shall not exceed \$7.00 per car, regardless of weight or contents, but in no case shall a car be loaded in excess of its marked capacity plus 10 per cent. <i>Provided</i>, the rate on grain between elevators, mills, malt houses, distilleries and sugar refineries shall not exceed 75 per cent of the above charges for industrial switching.</p>

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598 (Ctd.)				<p>(RULE 23—<i>Concluded.</i>)</p> <p>Rules and Regulations, Governing Connecting Line, Intermediate and Industrial Switching in Chicago Switching District.</p> <p>The usual "free time," but not less than two days for loading and not less than two days for unloading, shall be allowed all shippers and receivers of freight, and no per diem or other charge for the use or for the movement of any loaded car or cars, in addition to the charge above provided for, shall be made against any consignor or consignee of freight during the time the car or cars are in transit or during the "free time" above referred to. No additional charge shall be made for the necessary movement of an empty car preceding or succeeding a switching movement.</p> <p>Distances under this rule shall be computed according to short line mileage of the road or roads performing the service.</p> <p>Any tracks which any railroad company has the right, license or permission to use, operate or control, shall be considered the tracks of such railroad company.</p> <p>The "Illinois Commissioners' Schedule of Maximum Freight Rates" shall in no case apply to switching service within the switching limits of the Chicago Switching District.</p> <p>This rule shall not apply in any case where point of origin or destination is without the switching limits of the Chicago Switching District, and the charge for switching service is covered by a through tariff from point of origin to destination, nor in any case where the charge is absorbed by the railroad or railroads interested, nor shall it apply to interstate commerce.</p> <p>(Effective November 1, 1908.)</p>

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599	16	4-1-11	VIII	RULE 24.
<p>SECTION 1. Unless otherwise provided, ratings on articles in wooden boxes will apply on the same articles in fibreboard, pulpboard, or double-faced corrugated strawboard boxes, with or without wooden frames, provided the following requirements and specifications are fully complied with; if the following requirements and specifications are not fully complied with, the freight rate shall be increased 20 per cent. with the minimum increase of 2 cents per 100 lbs., subject to the provisions of Rule 10.</p> <p>SECTION 2. (a) Fibreboard or pulpboard used in making fibreboard or pulpboard boxes, without frames, must be three ply or more, all plies firmly glued together, and the outer ply waterproof and no single ply less than .016 of an inch in thickness; and</p> <p>(b) When the combined board is not less than .060 of an inch in thickness, having a resistance of not less than 175 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 60 inches, the gross weight of the box and its contents shall not exceed 40 pounds, see sections 6, 7, 8, 9, 11 and 12 of this rule; or</p> <p>(c) When the combined board is not less than .080 of an inch in thickness, having a resistance of not less than 200 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 65 inches, the gross weight of the box and its contents shall not exceed 65 pounds, see sections 6, 7, 8, 9, 11 and 12 of this rule; or</p> <p>(d) When the combined board is not less than .100 of an inch in thickness, having a resistance of not less than 275 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 70 inches, the gross weight of the box and its contents shall not exceed 90 pounds, see sections 6, 7, 8, 9, 11 and 12 of this rule; or</p> <p>SEC. 3. (a) Double-faced corrugated strawboard used in making double-faced corrugated strawboard boxes, without frames, must be made of corrugated strawboard with outer and inner facings of fibreboard or pulpboard, both facings having proper bending qualities, firmly glued to the corrugated sheet and the outer facing waterproof; and</p> <p>(b) When the outer facing is not less than .016 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, and the inner facing is not less than .016 of an inch in thickness, having a resistance of not less than 65 pounds to the square inch, Mullen Test, the combined board having a resistance of not less than 175 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 60 inches, the gross weight of the box and its contents shall not exceed 40 pounds, see sections 6, 7, 8, 10, 11 and 12 of this Rule; or</p>				
				Fibreboard, pulpboard or strawboard boxes.
				Specifications for three-ply or more fibreboard or pulpboard boxes without frames.
				Weight limit 40 lbs.
				Weight limit 65 lbs.
				Weight limit 90 lbs.
				Specifications for double-faced corrugated strawboard boxes without frames.
				Weight limit 40 lbs.

Classification—Continued.

(RULE 24—Continued.)

Weight limit 65 lbs.	(c) When the outer facing is not less than .018 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, and the inner facing is not less than .018 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, the combined board having a resistance of not less than 200 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 65 inches, the gross weight of the box and its contents shall not exceed 65 pounds, see sections 6, 7, 8, 10, 11 and 12 of this Rule; or
Double boxes, weight limit 90 lbs.	(d) When two complete double-faced corrugated strawboard boxes, one fitted closely inside the other and each box made of double-faced corrugated strawboard fully complying with the requirements and specifications shown in section 3 (a) and (b) of this rule, are used and the outside dimensions of the box, length, width and depth added, do not exceed 70 inches, the gross weight of the box and its contents shall not exceed 90 pounds, see sections 6, 7, 8, 10, 11 and 12 of this rule.
Specifications for single-ply fibreboard or pulpboard boxes with wooden frames.	Sec. 4. (a) Single-ply fibreboard or pulpboard used in making fibreboard or pulpboard boxes with wooden frames, must have the outer surface waterproof; and
Weight limit 50 lbs.	(b) When the single-ply board is not less than .060 of an inch in thickness, having a resistance of not less than 225 pounds to the square inch, Mullen Test, all sides, top and bottom of the box being completely surrounded by wooden frame made of strips not less than $\frac{3}{4}$ by $\frac{7}{8}$ inch, or $\frac{1}{2}$ by $1\frac{1}{2}$ inches, with cross strips not less than $\frac{3}{4}$ by $\frac{7}{8}$ inch or $\frac{1}{2}$ by $1\frac{1}{2}$ inches and not more than 14 inches apart, the gross weight of the box and its contents shall not exceed 50 pounds, see sections 5, 6, 7 and 8 of this rule; or
Weight limit 100 lbs.	(c) When the single-ply board is not less than .060 of an inch in thickness, having a resistance of not less than 250 pounds to the square inch, Mullen Test, all sides, top and bottom of the box being completely surrounded by a wooden frame made of strips not less than $\frac{3}{4}$ by $1\frac{1}{2}$ inches or $\frac{1}{2}$ by 2 inches, with cross strips not less than $\frac{3}{4}$ by $1\frac{1}{2}$ inches, or $\frac{1}{2}$ by 2 inches, and not more than 14 inches apart, the gross weight of the box and its contents shall not exceed 100 pounds, see sections 5, 6, 7 and 8 of this rule; or
Weight limit 200 lbs.	(d) When the single-ply board is not less than .080 of an inch in thickness, having a resistance of not less than 300 pounds to the square inch, Mullen Test, all sides, top and bottom of the box being completely surrounded by a wooden frame made of strips not less than $\frac{3}{4}$ by $1\frac{1}{2}$ inches, with cross strips not less than $\frac{3}{4}$ by $1\frac{1}{2}$ inches and not more than 12 inches apart, the gross weight of the box and its contents shall not exceed 200 pounds, see sections 5, 6, 7 and 8 of this rule.
Specifications for strawboard or three-ply or more fibreboard or pulpboard boxes with wooden frames.	SECTION 5. (a) Three ply or more fibreboard or pulpboard, or double-faced corrugated strawboard may be used in the construction of fibreboard, pulpboard or strawboard boxes with wooden frames, <i>provided</i> :
Weight limit 50 lbs.	(b) That three-ply or more fibreboard or pulpboard as specified in section 2 (a) and (b) or double faced corrugated strawboard as specified in section 3 (a) and (b), is used in making wooden frame boxes as specified in section 4 (a) and (b) of this rule. The gross weight of the box and its contents shall not exceed 50 pounds.

Classification—Continued.

(RULE 24—Continued.)

(c) That three-ply or more fibreboard or pulpboard as specified in section 2 (a) and (c), or double-faced corrugated strawboard as specified in section 3 (a) and (c), is used in making wooden frame boxes as specified in section 4 (a) and (c), of this rule. The gross weight of the box and its contents shall not exceed 100 pounds.	Weight limit 100 lbs.
(d) That three-ply or more fibreboard or pulpboard as specified in section 2 (a) and (d), or double thickness of double-faced corrugated strawboard as specified in section 3 (a) and (b), is used in making wooden frame boxes as specified in section 4 (a) and (d), of this rule. The gross weight of the box and its contents shall not exceed 200 pounds.	Weight limit 200 lbs.
SEC. 6. All articles (except as provided for by section 7) liable to loss from sifting or leakage must be in cans, cartons or other receptacles, so packed in the box as to completely fill it.	Packing requirements against sifting.
SEC. 7. (a) Glassware, other fragile articles or articles packed in glass or earthenware, in fibreboard, pulpboard, or double-faced corrugated strawboard boxes;	Packing requirements for fragile articles. Weight limit (fragile articles) 65 lbs.
(b) When the gross weight of package exceeds 65 lbs., will not be accepted for transportation.	
(c) Glassware or other fragile articles, when gross weight of the box and its contents does not exceed 30 pounds, must be enclosed in corrugated strawboard or cork-lined paper wrappers, or separated by double-faced corrugated strawboard partitions and so packed in the box as to completely fill it.	Packing requirements, fragile articles not exceeding 30 lbs.
(d) Glassware or other fragile articles, when gross weight of the box and its contents is over 30 pounds, but not exceeding 65 pounds (see section 7 (a) and (b)), must be enclosed in corrugated strawboard or cork-lined paper wrappers or separated by double-faced corrugated strawboard partitions and so packed in the box as to completely fill it, and all sides, top and bottom of box must be lined with double-faced corrugated strawboard, unless double corrugated strawboard boxes as described in section 3 (a) and (d) of this rule are used.	Packing requirements, fragile articles over 30 lbs., but not exceeding 65 lbs.
(e) When articles are packed in glass or earthenware and the weight of the box and its contents does not exceed 30 pounds, each bottle, jar or similar receptacle must be separated by tight-fitting double-faced corrugated strawboard partitions, or single-faced corrugated strawboard or cork-lined paper wrappers; all sides, top and bottom of box must be lined with double-faced corrugated strawboard unless double corrugated strawboard boxes as described in section 3 (a) and (d) of this rule are used, or when the inner flaps of boxes meet and the outer flaps meet or overlap 2 inches or more, such surfaces need not be lined.	Packing requirements, articles in glass or earthenware not exceeding 30 lbs.
(f) When articles are packed in glass or earthenware and the weight of the box and its contents is over 30 pounds but not exceeding 65 pounds (see section 7 (b)), each bottle, jar or similar receptacle must be separated by tight-fitting, double-faced corrugated strawboard partitions; all sides, top and bottom of box must be lined with double-faced corrugated strawboard unless double corrugated strawboard boxes as described in section 3 (a) and (d) of this rule are used.	Packing requirements, articles in glass or earthenware over 30 lbs., but not exceeding 65 lbs.

Classification—Continued.

Certificate of
box maker.

(RULE 24—Continued.)

SEC. 8. (a) All fibreboard, pulpboard or double-faced corrugated strawboard boxes with or without wooden frames, must bear certificate of box maker, labeled, printed or stamped, showing that the boxes conform to the requirements and specifications of this rule; this certificate to be fac-simile of the following in form, size and style of type and wording:

(Name and address of box maker, and figures showing thickness, resistance, dimension limit and gross weight limit, to be inserted by box maker.)

For boxes
complying
with section 2
of this rule.

CERTIFICATE OF BOX MAKER

THIS BOX IS MADE OF THREE PLY OR MORE
FIBREBOARD OR PULPBOARD, OUTER PLY WATERPROOFED.

THICKNESS NOT LESS THAN { EACH PLY.....INCH.
COMBINED BOARD.....INCH.

RESISTANCE (MULLEN TEST):
COMBINED BOARD.....LBS. PER SQ. INCH.

DIMENSION LIMIT:
LENGTH, WIDTH AND DEPTH ADDED.....INCHES.

GROSS WEIGHT LIMIT.....POUNDS.

+.....

+ Insert box maker's name and address.

For boxes
complying with
section 3(a), (b)
and (c) of this
rule.

CERTIFICATE OF BOX MAKER

THIS BOX
IS MADE OF DOUBLE FACED CORRUGATED STRAWBOARD.

THICKNESS { OUTER FACE WATERPROOFED.....INCH.
NOT LESS THAN { INNER FACE.....INCH.

RESISTANCE { OUTER FACE.....LBS. PER SQ. INCH.
(MULLEN TEST) { INNER FACE.....LBS. PER SQ. INCH.
COMBINED BOARD.....LBS. PER SQ. INCH.

DIMENSION LIMIT:
LENGTH, WIDTH AND DEPTH ADDED.....INCHES.

GROSS WEIGHT LIMIT.....POUNDS.

+.....

+ Insert box maker's name and address.

Classification—Continued.

(RULE 24—Continued.)

CERTIFICATE OF BOX MAKER

THIS IS A DOUBLE BOX
EACH BOX MADE OF DOUBLE FACED CORRUGATED
STRAWBOARD.

THICKNESS { OUTER FACE WATERPROOFED.. .016 INCH.
NOT LESS THAN { INNER FACE..... .016 INCH.
RESISTANCE { OUTER FACE..... 85 LBS. PER SQ. INCH.
(MULLEN TEST) { INNER FACE..... 65 LBS. PER SQ. INCH.
 { COMBINED BOARD.....175 LBS. PER SQ. INCH.
DIMENSION LIMIT:
LENGTH, WIDTH AND DEPTH ADDED..... 70 INCHES.
GROSS WEIGHT LIMIT.....90 POUNDS.
+.....

For boxes
complying with
section 3 (a)
and (d) of this
rule.

+ Insert box maker's name and address.

CERTIFICATE OF BOX MAKER

THIS WOODEN FRAME BOX
IS MADE OF SINGLE PLY FIBREBOARD OR PULPBOARD,
OUTER SURFACE WATERPROOFED.

THICKNESS NOT LESS THAN.....INCH.
RESISTANCE (MULLEN TEST).....LBS. PER SQ. INCH.
FRAME } STRIPS NOT LESS THAN.....INCH BY.....INCH.
CROSS }
CROSS PIECES SPACED NOT MORE THAN.....INCHES.
GROSS WEIGHT LIMIT.....POUNDS.
+.....

For single ply
fibreboard or
pulpboard
wooden
frame boxes
complying with
section 4 of this
rule.

+ Insert box maker's name and address.

CERTIFICATE OF BOX MAKER

THIS WOODEN FRAME BOX
IS MADE OF DOUBLE FACED CORRUGATED STRAWBOARD.

THICKNESS { OUTER FACE WATERPROOFED.....INCH.
NOT LESS THAN { INNER FACE.....INCH.
RESISTANCE { OUTER FACE.....LBS. PER SQ. INCH.
(MULLEN TEST) { INNER FACE.....LBS. PER SQ. INCH.
 { COMBINED BOARD.....LBS. PER SQ. INCH.
FRAME } STRIPS NOT LESS THAN.....INCH BY.....INCH.
CROSS }
CROSS PIECES SPACED NOT MORE THAN.....INCHES.
GROSS WEIGHT LIMIT.....POUNDS.
+.....

For corrugated
strawboard
wooden
frame boxes
complying with
section 5 (a),
(b) and (c) of
this rule.

+ Insert box maker's name and address.

Classification—Continued.

(RULE 24—Continued.)

CERTIFICATE OF BOX MAKER

THIS WOODEN FRAME BOX IS
MADE OF THREE PLY OR MORE FIBREBOARD OR PULPBOARD
OUTER PLY WATERPROOFED.

THICKNESS NOT LESS THAN { EACH PLY.....INCH.
COMBINED BOARD.....INCH.

RESISTANCE (MULLEN TEST):
COMBINED BOARD.....LBS. PER SQ. INCH.

GROSS WEIGHT LIMIT.....POUNDS.

+.....

+ Insert box maker's name and address.

CERTIFICATE OF BOX MAKER

THIS WOODEN FRAME BOX
IS MADE OF TWO THICKNESSES OF
DOUBLE FACED CORRUGATED STRAWBOARD.

EACH THICKNESS { OUTER FACE WATERPROOFED.. .016 INCH.
NOT LESS THAN { INNER FACE..... .016 INCH.

RESISTANCE OF { OUTER FACE..... 85 LBS. PER SQ. INCH.
EACH THICKNESS { INNER FACE..... 65 LBS. PER SQ. INCH.
(MULLEN TEST) { COMBINED BOARD..175 LBS. PER SQ. INCH.

GROSS WEIGHT LIMIT.....200 POUNDS.

+.....

+ Insert box maker's name and address.

For three-ply or more fibreboard or pulpboard wooden frame boxes complying with section 5 (a), (b), (c) or (d) of this rule.

For double thickness double faced corrugated strawboard boxes with wooden frames complying with section 5 (a) and (d) of this rule.

Boxes to bear name and address of shipper

Joint or seam construction for fibreboard or pulpboard boxes.

Lapped joint or seam glued.

Lapped joint or seam stitched.

(b) Boxes must also bear name and address of the shipper and description of contents.

SEC. 9. (a) Joints or seams of boxes, made of fibreboard or pulpboard, as specified in section 2, of this rule, must be secured as follows:

(b) The sides of the box forming the joint or seam must lap not less than $1\frac{1}{2}$ inches and be firmly glued together throughout the entire area of contact and when the joint or seam is over 18 inches in length a metal rivet, staple or stitch must also be placed at each end of the joint or seam; or

(c) The sides of the box forming the joint or seam must lap not less than $1\frac{1}{2}$ inches and be fastened together with metal rivets, staples or stitches not more than 3 inches apart, but when the length of the joint or seam is more than 18 inches, the metal rivets, staples or stitches must not be more than $2\frac{1}{2}$ inches apart.

Classification—Continued.

(RULE 24—Continued.)

<p>SEC. 10. Joints or seams of boxes, made of double-faced corrugated strawboard, as specified in section 3 of this rule, must join and be secured together by a cloth or paper sealing strip not less than 2 inches in width and having a resistance of not less than 60 pounds to the square inch, Mullen Test, extending the entire length of the joint or seam and firmly glued to the box.</p>	<p>Joint or seam construction for strawboard boxes.</p>
<p>SEC. 11. (a) Boxes, without wooden frames, must have all outer joints, openings or seams that are not secured as provided by sections 9, 10 and 12, tightly closed, as follows:</p>	<p>Outer joints, openings or seams must be tightly closed.</p>
<p>(b) All sealing strips must be made of paper having a resistance of not less than 60 lbs. to the square inch, Mullen Test, must be 2 inches or more in width, the end must lap 2½ inches or more over the sides or ends of the box and must be firmly glued to all surfaces with which they come in contact; and</p>	<p>Requirements and specifications for sealing strips.</p>
<p>(c) When the ends of the inner flaps of boxes are not more than 6 inches apart, and the ends of the outer flaps meet, making a close joint or seam, or overlap 2 inches or more, all flaps must be firmly glued to each other throughout the entire area of contact; or all outer joints, openings or seams must be completely covered with sealing strips, except as provided in section 11 (f); or</p>	<p>Glued flaps or sealing strips required.</p>
<p>(d) When the ends of the inner flaps of boxes are not more than 6 inches apart, and the ends of the outer flaps overlap less than 2 inches, all flaps must be firmly glued to each other throughout the entire area of contact and the joint or seam made by the end of the outer flap must be completely covered with a sealing strip, except as provided in section 11 (f); or</p>	<p>Glued flaps and sealing strips, required.</p>
<p>(e) When the ends of the inner flaps of boxes are more than 6 inches apart, and the ends of the outer flaps meet, making a close joint or seam, or overlap 2 inches or more, all flaps must be firmly glued to each other throughout the entire area of contact and each joint or seam made by the ends of the outer flaps must be completely covered with a sealing strip and then reinforced with a sealing strip placed at right angles across the middle of each joint or seam made by the ends of the outer flaps, except as provided in section 11 (f); or all outer joints, openings or seams must be sealed with sealing strips and then reinforced with a sealing strip placed at right angles across the middle of each joint or seam made by the ends of the outer flaps, except as provided in section 11 (f).</p>	<p>Glued flaps and sealing strips, with reinforcement, or sealing strips with reinforcement, required.</p>
<p>(f) When two opposite flaps of boxes completely overlap each other and all flaps are firmly glued to each other throughout the entire area of contact, sealing strips will not be required; or when the outer flaps of boxes meet but do not completely overlap and a liner of double-faced corrugated strawboard extending to both sides and ends of the box is placed inside the flaps, and the liner and all flaps are glued to each other throughout the entire area of contact, sealing strips will not be required.</p>	<p>Sealing strips not required.</p>
<p>(g) The flaps must not project over the sides of box.</p>	<p>Flaps must not project over sides.</p>
<p>SEC. 12. (a) Telescope boxes must be securely tied with heavy cord or tape completely encircling the box at least once around the ends and once around the sides, securely knotted at each crossing; the cover must extend entirely to the bottom of the box and the top must remain perfectly flat; the cover must be sealed to the bottom of the box at opposite sides with not less than two paper seals; seals to bear identification marks, to be not less than 2 by 6 inches in size and to have a resistance of not less than 60 pounds to the square inch, Mullen Test.</p>	<p>Sealing and tying telescope fibreboard, pulpboard or strawboard boxes.</p>

Classification—Continued.

(RULE 24—Continued.)

Sealing and tying two-piece fibreboard, pulpboard or strawboard boxes.	(b) Two-piece boxes other than telescope boxes, see section 12 (a), must be securely tied with heavy cord or tape completely encircling the box at least once around the ends and once around the sides, securely knotted at each crossing; the cover must be sealed to the sides of the sides of the box at opposite sides with not less than two paper seals; seals to bear identification marks, to be not less than 4 by 8 inches in size, and to have a resistance of not less than 60 pounds to the square inch, Mullen Test, or the tying will not be required if the cover extends not less than three inches over the sides and ends of the box, is firmly glued to the sides and ends of the box throughout the entire area of contact and a paper sealing strip not less than 4 inches in width and having a resistance of not less than 60 pounds to the square inch, Mullen Test, completely covers and is firmly glued over all outer joints, openings or seams.
Sealing and tying three-piece fibreboard, pulpboard or strawboard boxes.	(c) Three-piece boxes must be securely tied with heavy cord or tape, completely encircling the box at least once around the ends and once around the sides, securely knotted at each crossing; each cover must be sealed to the sides of the box at opposite sides with not less than two paper seals; seals to bear identification marks, to be not less than 4 by 8 inches in size and to have a resistance of not less than 60 pounds to the square inch, Mullen Test, or the tying will not be required if each cover extends not less than three inches over the sides and ends of the box, is firmly glued to the sides and ends of the box throughout the entire area of contact and a paper sealing strip not less than 4 inches in width and having a resistance of not less than 60 pounds to the square inch, Mullen Test, completely covers and is firmly glued over all outer joints, openings or seams.
Glueing triple-slide fibreboard, pulpboard or strawboard boxes.	(d) Triple-slide boxes must have the top and bottom of the inner slide firmly glued to the outer tube of the box throughout the entire area of contact.
Fibreboard or pulpboard pails or drums.	SEC. 13. (a) Unless otherwise provided, and when the following requirements and specifications are fully complied with, articles, except as provided in section 13 (e):
Wooden drum rating.	(b) When shipped in fibreboard or pulpboard drums (see section 13 (d)) will be rated the same as if shipped in wooden drums; or
Wooden pail rating.	(c) When shipped in fibreboard or pulpboard pails (see section 13 (d)) will be rated the same as if shipped in wooden pails.
Measurement of drum or pail.	(d) The cylindrical container having either diameter or height of more than 15 inches (outside measurement) will be considered a drum. The cylindrical container having both diameter and height of 15 inches or less each (outside measurement) will be considered a pail.
Exception to glassware, etc.	(e) Glassware, other fragile articles, articles packed in glass or earthenware, liquids and articles that are not dry, will not be accepted for transportation in fibreboard or pulpboard drums or pails.
Shipments in drums or pails not meeting requirements.	(f) If the following requirements and specifications are not fully complied with, the freight rate shall be increased 20 per cent with a minimum increase of 2 cents per 100 lbs. subject to the right which carries reserve to decline shipments in insecure packages
Specifications for fibreboard or pulpboard drums or pails.	SEC. 14. (a) Fibreboard or pulpboard used in making fibreboard or pulpboard drums or pails may be single ply with the outer surface water-proofed, or if more than single ply must have all plies firmly glued together, the outer ply water-proofed and no single ply less than .016 of an inch in thickness; and

Classification—Continued.

(RULE 24—Continued.)

(b) When the single ply or combined board in the body, bottom and top is not less than .100 of an inch in thickness, having a resistance of not less than 300 pounds to the square inch, Mullen Test, and in the rims is not less than .080 of an inch in thickness, having a resistance of not less than 175 pounds to the square inch, Mullen Test (except as provided in section 14 (d)), the gross of the drums or pails and its contents shall not exceed 55 pounds, see sections 15, 16, 17 and 18 of this rule; or

(c) When the single ply or combined board in the body, bottom or top, is not less than .110 of an inch in thickness, having a resistance of not less than 375 pounds to the square inch, Mullen Test, and in the rims not less than .100 inch in thickness, having a resistance of not less than 250 pounds to the square inch, Mullen Test, the gross weight of drum or pail and its contents shall not exceed 90 pounds, see sections 15, 16, 17 and 18 of this rule; or

(d) When the single ply or combined board, in the body and rims is not less than .080 of an inch in thickness, having a resistance of not less than 175 pounds to the square inch, Mullen Test, and in the bottom and top is not less than .100 of an inch in thickness, having a resistance of not less than 300 pounds to the square inch, Mullen Test, and the rims of the bottom and top meet, completely covering the body, the gross weight of the drum or pail and its contents shall not exceed 55 pounds, see sections 15, 16, 17 and 18 of this rule.

SEC. 15. Articles, except as provided for by section 13 (e), liable to loss from sifting or leakage, must be in bags, cans or cartons, or the drums or pails must be lined with tough paper or cloth; articles must be so packed in the drum or pail as to completely fill it.

SEC. 16. (a) All fibreboard or pulpboard drums or pails must bear certificate of drum or pail maker, labeled, printed or stamped, showing that the drums or pails conform to the requirements and specifications of this rule; this certificate to conform to the wording of, and to be a fac-simile of the following in form, size and style of type:

CERTIFICATE OF DRUM OR PAIL MAKER

THIS* IS MADE OF†
FIBREBOARD OR PULPBOARD, OUTER SURFACE OR
PLY WATERPROOFED.

THICKNESS NOT LESS THAN	{	TOP AND BOTTOM.....	INCH.
		BODY.....	INDH.
		RIMS.....	INCH.
		EACH PLY.....	INCH.

RESISTANCE (MULLEN TEST) SINGLE PLY OR COMBINED BOARD.	{	TOP AND BOTTOM.....	PER SQ. INCH.
		BODY.....	PER SQ. INCH.
		RIMS.....	PER SQ. INCH.

DIMENSIONS: HEIGHT.....Inches. DIAMETER.....INCHES.

GROSS WEIGHT LIMIT.....POUNDS.

+.....

Weight limit 55 lbs.

Weight limit 90 lbs.

Weight limit 55 lbs. when rims or top and bottom meet.

Packing requirements against sifting or leakage.
Certificate of drum or pail maker.

Certificate for drums or pails complying with section 16.

* Insert drum or pail, as the case may be.

† Insert the number of plies.

+ Insert the drum or pail maker's name and address.

Classification—Continued.(RULE 24—*Continued.*)

Drums or pails to bear name and address of shipper.

Joint or seam construction for fibreboard or pulpboard drums or pails.

Construction of tops and bottoms.

Bottoms to be glued and riveted to body.

Tops to be glued and sealed to body.

(b) Drums or pails must also bear name and address of the shipper and description of contents.

SEC. 17. The fibreboard or pulpboard forming the bodies of the drums or pails must lap at the joint or seam not less than 2 inches and be firmly glued together throughout the entire area of contact, and the joint or seam must be reinforced between the rims by metal rivets, staples or stitches, at intervals of not more than 6 inches.

SEC. 18. (a) The bottoms and tops of drums or pails must be made with rims 2 inches or over in depth, and overlapped bodies the entire depth of rim; and

(b) Bottoms must be firmly glued to the bodies throughout the entire area of contact and reinforce by not less than 3 metal rivets, staples or stitenes, firmly clinched on inside; and

(c) Tops must be firmly glued to the bodies throughout the entire area of contact and sealed with 4 seals, not less than 2 by 6 inches in size, made of paper having a resistance of not less than 60 pounds to the square inch. Mullen Test; seals must extend not less than two inches below the rim and must be firmly glued throughout the entire area of contact.

Classification—Continued.

Index No.	From supplement.		Illinois classification.	Page.	RULES.
	No.	Date effective.			
600	8	2-15-08	VIII		RULE 25.
					Articles in packages containing premiums—Articles in packages containing premiums in cases, carload, and L. C. L., will be charged at 110 per cent of the rates provided for the same articles packed in the same manner as without premiums; provided that carloads containing packages, both with and without premiums, only such portion of the carload as contains premiums will be charged 110 per cent, the remainder of the carload to take the carload rate for the article. Shippers will be required to state on shipping tickets whether or not packages contain premiums.
601	14	2-14-10	VIII		RULE 26.
					(a) Each package, bundle or piece of less than car load freight, when tendered for transportation by shipper, must be plainly, legibly and durably marked, showing the name of consignee (if to order, full address of party to be notified must be shown), and the name of the station, town or city, and the name or abbreviation of the State to which destined, with the following exceptions: When articles are not boxed, barreled, crated or sacked and are shipped loose in pieces, or when pieces are wired or otherwise fastened together in lots or bundles, and the shipment consists of not more than ten pieces, lots or bundles at least two pieces, lots or bundles, in accordance with this rule, and when the shipment consists of more than ten pieces, lots or bundles, one for every ten additional part thereof shall be so marked, but not more than ten such markings shall be required for any shipment from one consignor to one consignee and destination. Each marking under this exception must show the total number of pieces, lots or bundles in the entire consignment. Shipments which fully occupy the visible capacity of the car, or which weigh 24,000 lbs., or more, when received from, and loaded by one shipper, for one consignee and destination, need not be marked. (b) Pasted labels or securely fastened durable tags should be used only when the character of the freight prevents marking as above specified. (c) Freight consigned to a place of the same name as another place in the same state must have the name of the county marked on each package, bundle or piece required to be marked by the foregoing rule or exceptions thereto, and the name of the county must be also shown on the shipping ticket. (d) When freight is consigned to a place not located on the line of a railroad, each package, bundle or piece required to be marked by the foregoing rule, or exceptions thereto, must be marked with the name of station at which the consignee will accept delivery, or if routed in connection with a water line on which there are no joint rates in effect, the name of the place at which delivery is to be made to such water line must be marked on each package, bundle or piece required to be marked by this rule. (e) Old consignment marks must be canceled, removed or effaced before packages, bundles or pieces will be accepted for transportation. (f) Freight not marked according to the above requirements will not be accepted for shipment.
602	14	2-14-10	VIII		RULE 27.
					Where the classification provides rates for articles in tank cars, it should be understood that such ratings do not carry any obligations on the part of the carrier to furnish tank cars in case the carrier does not own, or has not made arrangements for supplying such equipment. When furnished by shippers or owners, mileage at rate of three quarters (¾) of a cent per mile will be allowed for use of tank cars, loaded and empty, provided such cars are properly equipped. No mileage will be allowed on cars switched at terminals nor for movement of cars under empty freight car tariffs.

Classification—Continued.

Index No.	From supplement.		Illinois classification.	RULES.
	No.	Date effective.	Page.	
603	17	6-15-11	VIII	RULE 28. <p>Carload shipments of clover seed, red top seed, timothy seed, cotton seed, flax seed or linseed, in bulk, may not be accepted for transportation unless loaded in cars which have been properly lined, at shipper's expense, to prevent loss by leakage. Shippers will be required to notify carrier's agent that he desires to load flax seed, timothy seed or other seeds named, and the following notation over shipper's signature must be shown on shipping order and bill of lading. "Loaded in bulk, subject to, and in compliance with, Rule 28 of Illinois Railroad and Warehouse Commission Classification No. 10."</p>
604	17	6-15-11	VIII	RULE 29. <p>Freight on which prepayment is required may, on approval of the general freight department or other proper department of the carrier with which the freight originates, be forwarded on the guarantee of the shipper or the consignee that all charges will be paid at destination.</p>
605	18	10-15-11	VIII	RULE 30. <p>Minimum weights provided in this classification will apply on all sizes of cars, except that premium and deduction charges will be applied to light and bulky articles designated by notes as "Subject to Rule 30," whether loaded in box cars or on open cars. Upon such light and bulky articles, the standard car will be 36 feet in length, inside measurement, 3% per foot to be added for each foot in excess of 36 feet, and 3% per foot to be deducted for each foot less than 36 feet, with a minimum of 91%, all percentages to be based on inside dimensions. In applying premium and deduction charges, fractions of a foot, six inches or less to be disregarded (see table of percentages and minimum weights shown in index No. 608 of this supplement).</p>
606	19	2-22-12	VIII	RULE 31. <p>The following specifications will apply for packing glass carboys containing articles designated by notes as "Subject to Rule 31." Glass Carboys. The carboys must be completely enclosed in a wooden box and so cushioned by packing material that the glass will not come in contact with the wooden covering, except that if the neck projects it must be protected on all sides by wooden or metal hood securely attached to the box. When the hood is attached with nails or screws, they must not come in contact with the body of the carboy.</p>
607	19	2-22-12	VIII	RULE 33. <p>When rating on an article in carload is not named in the classification the rating shown as applying L. C. L. will govern, regardless of quantity.</p>

Classification—Continued.

Index No. 608	Illinois classifi- cation.	Table showing minimum C. L. weights applicable under Rule 30 (see index 605, this supplement) to light and bulky freight shipped in cars of different lengths (inside dimensions).					
	Page .						
	VIII.						
Length of car. (Dimensions inclusive.)		33 ft. 6 in. and under.	Over 33 ft. 6 in. to and inc. 34 ft. 6 in.	Over 34 ft. 6 in. to and inc. 35 ft. 6 in.	Over 35 ft. 6 in. to and inc. 36 ft. 6 in.	Over 36 ft. 6 in. to and inc. 37 ft. 6 in.	Over 37 ft. 6 in. to and inc. 38 ft. 6 in.
Percent.		91	94	97	100	103	106
Minimum weights.							
5,000 lbs.	4,550	4,700	4,850	5,000	5,150	5,300	
8,000 lbs.	7,280	7,520	7,760	8,000	8,240	8,480	
9,000 lbs.	8,190	8,460	8,730	9,000	9,270	9,540	
10,000 lbs.	9,100	9,400	9,700	10,000	10,300	10,600	
11,000 lbs.	10,010	10,340	10,670	11,000	11,330	11,660	
12,000 lbs.	10,920	11,280	11,640	12,000	12,360	12,720	
14,000 lbs.	12,740	13,160	13,580	14,000	14,420	14,840	
15,000 lbs.	13,650	14,100	14,550	15,000	15,450	15,900	
16,000 lbs.	14,560	15,040	15,520	16,000	16,480	16,960	
18,000 lbs.	16,380	16,920	17,460	18,000	18,540	19,080	
20,000 lbs.	18,200	18,800	19,400	20,000	20,600	21,200	
24,000 lbs.	21,840	22,560	23,280	24,000	24,720	25,440	
30,000 lbs.	27,300	28,200	29,100	30,000	30,900	31,800	

Length of car. (Dimensions inclusive.)		Over 38 ft. 6 in. to and inc. 39 ft. 6 in.	Over 39 ft. 6 in. to and inc. 40 ft. 6 in.	Over 40 ft. 6 in. to and inc. 41 ft. 6 in.	Over 41 ft. 6 in. to and inc. 42 ft. 6 in.	Over 42 ft. 6 in. to and inc. 43 ft. 6 in.	Over 43 ft. 6 in. to and inc. 44 ft. 6 in.
Percent.		109	112	115	118	121	124
Minimum weights.							
5,000 lbs.	5,450	5,600	5,750	5,900	6,050	6,200	
8,000 lbs.	8,720	8,960	9,200	9,440	9,680	9,920	
9,000 lbs.	9,810	10,080	10,350	10,620	10,890	11,160	
10,000 lbs.	10,900	11,200	11,500	11,800	12,100	12,400	
11,000 lbs.	11,990	12,320	12,650	12,980	13,310	13,640	
12,000 lbs.	13,080	13,440	13,800	14,160	14,520	14,880	
14,000 lbs.	15,260	15,680	16,100	16,520	16,940	17,360	
15,000 lbs.	16,350	16,800	17,250	17,700	18,150	18,600	
16,000 lbs.	17,440	17,920	18,400	18,880	19,360	19,840	
18,000 lbs.	19,620	20,160	20,700	21,240	21,780	22,320	
20,000 lbs.	21,800	22,400	23,000	23,600	24,200	24,800	
24,000 lbs.	26,160	26,880	27,600	28,320	29,040	29,760	
30,000 lbs.	32,700	33,600	34,500	35,400	36,300	37,200	

Length of car. (Dimensions inclusive.)		Over 44 ft. 6 in. to and inc. 45 ft. 6 in.	Over 45 ft. 6 in. to and inc. 46 ft. 6 in.	Over 46 ft. 6 in. to and inc. 47 ft. 6 in.	Over 47 ft. 6 in. to and inc. 48 ft. 6 in.	Over 48 ft. 6 in. to and inc. 49 ft. 6 in.	Over 49 ft. 6 in. to and inc. 50 ft. 6 in.
Percent.		127	130	133	136	139	142
Minimum weights.							
5,000 lbs.	6,350	6,500	6,650	6,800	6,950	7,100	
8,000 lbs.	10,160	10,400	10,640	10,880	11,120	11,360	
9,000 lbs.	11,430	11,700	11,970	12,240	12,510	12,780	
10,000 lbs.	12,700	13,000	13,300	13,600	13,900	14,200	
11,000 lbs.	13,970	14,300	14,630	14,960	15,290	15,620	
12,000 lbs.	15,240	15,600	15,960	16,320	16,680	17,040	
14,000 lbs.	17,740	18,200	18,620	19,040	19,460	19,880	
15,000 lbs.	19,050	19,500	19,950	20,400	20,850	21,300	
16,000 lbs.	20,320	20,800	21,280	21,760	22,240	22,720	
18,000 lbs.	22,860	23,400	23,940	24,480	25,020	25,560	
20,000 lbs.	25,400	26,000	26,600	27,200	27,800	28,400	
24,000 lbs.	30,490	31,200	31,920	32,640	33,360	34,080	
30,000 lbs.	38,100	39,000	39,900	40,800	41,700	42,600	

Classification—Concluded.

Index No	From supplement.		Illinois classifi- cation.	To replace schedule shown on page 72, supplement No. 16, index 433.
	No.	Date effective.	Page.	
609	10	11-1-08	XII	<p>PASSENGERS. TWO CENT FARE.</p> <p>AN ACT to establish and regulate the maximum rate of charges for the transportation of passengers by corporations or companies operating or controlling railroads in part or in whole in this State, and to provide penalties for the violation of the provisions thereof, and repealing all Acts and parts of Acts in conflict herewith. (Approved May 27, 1907; in force July 1, 1907.)</p> <p>233. SECTION 1. <i>Be it enacted by the People of the State of Illinois represented in the General Assembly:</i> That it shall hereafter be unlawful for any corporation or company engaged in the carriage of passengers upon any railroad or railroads, between points in this State, to charge in excess of two cents (2c) per mile for the carriage of adult passengers, where any passenger has purchased a ticket entitling him to carriage, or in excess of one cent (1c) per mile for the carriage of a passenger under twelve (12) years of age, where such passenger has purchased a ticket entitling him to carriage: <i>Provided</i>, that the charge in no case shall be less than five (5c) cents, and in determining the charge, fractions of less than one-half ($\frac{1}{2}$) mile shall be disregarded and all other fractions counted as one (1) mile. If any passenger shall have failed to purchase a ticket entitling him to a carriage, a rate of three (3c) cents per mile may be charged and collected.</p> <p>234. SEC. 2. For any violation of the provisions of this Act by any such corporation or company, its agents or employees, such corporation or company shall forfeit and pay to the State of Illinois a penalty of not less than twenty-five (25) nor more than one hundred (100) dollars for every such violation, to be recovered by suit brought in the name of the State of Illinois by the Attorney General of the State in any court of competent jurisdiction in any county into or through which said corporation or company runs or passes, or by the state's attorney of any county through which said corporation or company runs or passes. Where such penalty is recovered in a suit brought by a state's attorney as provided in this act, there shall be recovered in addition thereto the sum of ten (10) dollars as compensation for said prosecuting attorney.</p> <p>235. SEC. 3. The invalidity of any section of this Act shall not invalidate any other section thereof.</p> <p>236. SEC. 4. All laws in conflict herewith are hereby repealed.</p> <p>NOTE—The order of the commission in regard to the transportation of ordinary baggage not exceeding 150 pounds in weight has not been abrogated.</p>

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